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# L NADU ARCHIVES

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## NMENT OF TAMIL NADU

## Public works DEPARTMENT

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GOVERNMENT OF MADRAS.

## PUBLIC WORKS DEPARTMENT.

24th December 1881, No. 3190 W.

**Buildings and Roads.**
**Civil Works.**

Read again—

No. 99. Proceedings of the Madras Government, Public Works Department, dated 12th July 1881, No. 1717 W.

Read also—

No. 99-A. Endorsement of the Military Secretary to the Honorable the Governor, dated 11th August 1881, on petition from the Managing Director of the Buckingham Canal Steam Navigation Company, dated 2nd August 1881.

No. 99-B. Memorandum by the Chief Engineer, Public Works Department, dated 10th August 1881, No. 362.

No. 99-C. From the Executive Engineer, Buckingham Canal, dated 16th August 1881, No. 1496.

No. 99-D. From the Military Department (enclosures one to six), dated 20th August 1881, No. 4467.

No. 99-E. Endorsement of the Judicial Department, dated 31st August 1881, No. 1479, on letter from the Inspector-General of Jails, dated 25th August 1881, No. 157.

No. 99-F. From the Superintending Engineer, First Circle, dated 8th August 1881, No. 1124.

No. 99-G. Endorsement of the Financial Department, dated 28th November 1881, No. 1911, on Proceedings of the Board of Revenue, dated 19th November 1881, No. 2882.

No. 99-H. From the Managing Director, Buckingham Canal Steam Navigation Company, dated 10th November 1881, No. 68.

No. 99-I. From Messrs. BINNY and Company, dated 22nd November 1881.

No. 99-J. From the Executive Engineer, Buckingham Canal, dated 23rd November 1881, No. 2256.

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No. 99-K. From the same Officer, dated 25th November 1881, No. 2273.

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No. 99-L. From the Conservator of Forests, Madras, dated 8th November 1881, No. 729.

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No. 99-M. From the Managing Director, Buckingham Canal Steam Navigation Company, dated 14th November 1881, No. 71.

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No. 99-N. From the Conservator of Forests, Madras, dated 23rd November 1881, No. 800.

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No. 99-O. Proceedings of the Board of Revenue, dated 28th November 1881, No. 2972.

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No. 100. ORDER THEREON, 24th December 1881, No. 3190 W.

IN July last Messrs. G. M. Kasim Alli Nukay and Company, merchants of Madras, submitted proposals for the provision of steam transport on the Buckingham Canal and requested to be allowed the monopoly of Government work, and the various Government departments were called upon in G.O., No. 1717 W., dated 12th July 1881, to report the quantity of Government stores and salt that might be expected to use improved means of conveyance.

2. It was thought that the principal traffic would be in salt and the Commissioner of Salt Revenue was asked to report the present amount of tonnage and freight employed, and on what conditions he would recommend that the transport be entrusted to private agency.

3. The following is an abstract of replies received to the foregoing questions:—

The Superintending Engineer, former First Circle, considers that steam transport will be little utilized by the Public Works Department as only a trifling amount of building materials and stone and about 50 tons of stores require conveyance annually on the canal.

The Inspector-General of Jails reports that steam transport can be advantageously availed of both for the conveyance of stores and prisoners, but cannot say, without knowing the rates of charges and speed, whether it will be more economical than the present system of transport by sea or cart.

The Inspector-General of Ordnance states that as there is no Military Station or Ordnance depôt on the canal there is no likelihood of his department utilizing steam transport.

The Surgeon-General with the Government of Madras reports that about 25 tons of medical stores would be sent annually by canal if arrangements were made for regular and expeditious transport.

The Commissary-General estimates that about 13½ tons per annum of Commissariat stores would be forwarded by canal, but remarks that as Vizagapatam is the nearest Commissariat station on the line, an agent would have to be stationed at Rajahmundry to receive and forward the goods.

The Superintendent, Army Clothing, reports that there is no Military station on or near the Buckingham Canal, and that no clothing stores are sent by it.

The Quartermaster-General shows the average number of troops and families requiring transport by canal to be about 350 men, 200 women, and 300 children.

The Inspector-General of Police states that the annual supplies of Police stores and clothing for the Nellore and Godávari districts, amounting to about four tons for each district, might be sent *viá* the canal provided the rates are more favorable than those of the British India Steam Navigation Company and the transport is regular and certain.

The Collector of Chingleput reports that steam transport would be of no use as far as his district is concerned as the stations to which stores are conveyed are situated at a distance from the canal.

The Collector of Madras observes that under the contract with the British India Steam Navigation Company, which does not expire till the 30th April 1884, Government stores for coast ports should be conveyed by their steamers. The freight annually payable on such stores amounts to about Rs. 3,720.

The Collector of Nellore reports that about 13,200 tons of wood per annum is conveyed to Madras by the canal from the Sriharikota jungles besides some treasure and stationery. The cost of conveyance of wood is about Rs. 9,900 exclusive of tolls; it would have to be carried in special boats towed by the steamers and delivered at the depôt in Madras.

The Collector of Kistna furnishes a statement showing the number of cases of stationery stamps and specie imported and exported during the last three years, but is unable to state the cost of carriage as freight is paid in Madras.

The Collector of Godávari states that specie is never remitted from that district to Madras and that stores of any kind are seldom sent southwards.

The stores imported consist chiefly of stationery and stamps. No particulars of the quantities carried are given. He suggests that the canal should be utilized for the post.

The Superintendent of Stamps and Stationery does not consider that the provision of steam transport on the canal will supersede the facilities afforded by existing means of conveyance as regards stations other than Nellore, to which the consignments are inconsiderable.

The Officiating Commissioner of Salt Revenue gives the tonnage of salt brought to the Madras Depôt from the northern and southern factories at 60,000 tons; the rate of freight may be taken at five pies per ton per mile, the average lead being sixteen miles. Mr. Happell points out that as the drying grounds are situated at a distance from the canal and the branch canals are not large enough for steam traffic the boats will have to be loaded as at present, and that the use of steamers for towing them on the main canal will not effect any saving as the same crew as at present employed will still be required. The existing arrangements for the transport of salt cannot be altered without danger to the revenue.

Mr. Bliss, the Salt Commissioner, does not however share Mr. Happell's views as to the improbability of the conveyance of salt by steam transport proving a success, and he is in favor of giving the Company a trial if they will undertake the work at a rate of freight not exceeding 5 pies per ton per mile, allowing them to make a trial with one or two factories till the requisite experience has been gained.

4. In two further petitions, dated 2nd August 1881, the Buckingham Canal Steam Navigation Company solicit the following concessions:—

(1) that they may be allowed to open out stations on Government waste land at various towns and villages along the canal;

(2) that the Company be granted the privilege of cutting firewood from Government forests on the same terms as Railway Companies;

(3) that the provisions of Section 8 of Act IV of 1879, and various clauses of the general rules relating to Indian Railways be made applicable to the Steam Navigation Company.

5. On a careful consideration of the foregoing papers the Right Honorable the Governor in Council does not see that much encouragement can be held out to the

petitioners. A monopoly of Government work cannot be granted to them, but of course tenders might be called for for the conveyance of Government stores, &c., by the canal for a specified period, prescribing condition of speed, rate per ton, &c., which during the contract period would secure a monopoly to the parties whose terms were accepted. The necessary action in the direction, so far as may seem desirable, will be taken in the several departments concerned and the petitioners can compete.

6. As regards the special requests put forward by the petitioners—

(1) The Government cannot give a general reply regarding site for stations, but if Government waste land *is available* applications for the same through the Collectors concerned might be favorably considered.

(2) The Government do not think there would be any difficulty in the petitioners obtaining fuel from Government forests on the same terms as the Railway Company. This, however, is a point for consideration in the Revenue Department.

(3) The application to the Steam Boat Company of Section 8 of the Railway Act and the rules made under it does not seem to the Government to be practicable. The petitioners will not have a monopoly of the traffic such as the Act contemplates in the case of a Railway, and the provisions of the section are inapplicable to their case, which is simply that of private owners of certain boats plying on the canal. If however the petitioners have prepared the draft of a proposed Act which they may wish to have passed, they may submit it for the consideration of Government.

(True Extract.)

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

To the Petitioners.
" Revenue Department.
" Judicial do.
" Military do.
" Board of Revenue.
" Superintending Engineer, Fifth Circle.
" Postmaster-General.

Exd. S. T. Austin.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

# Govt. of (1881) Madras.

## PUBLIC WORKS.

To

THE PETITIONERS,

&c., &c.

*Dated December, 24th.*

*Issued*

*Recd*

*G.O., 24th December 1881, No. 3190.*

DECEMBER.
Nos. 99-100.

*Steam Transport on the Buckingham Canal.*—Passing orders on petition from Messrs. Kasim Ali Nukar and Company, merchants of Madras, submitting proposals for the provision of — and requesting to be allowed the monopoly of Government work.

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17

GOVERNMENT OF MADRAS.

## MILITARY DEPARTMENT.

27th April 1880, No. 2632.

**Transport—Land.**

Read the following papers :—

No. 466. *From Major* H. M. VIBART, *R.E., Acting Superintending Engineer, 3rd Circle, to the Chief Engineer, Public Works Department; dated Chepauk, 3rd October* 1879, *No.* 5801.

I have the honor to bring to your notice the great inconvenience and loss of time occasioned to this department by having, whenever troops are sent by the Buckingham Canal, to provide boats and make other necessary arrangements for their transport. On the last occasion that troops were sent by the canal to Rajahmundry in the early part of August, Supervisor Conductor Power was engaged twenty days in that month in connection with their journey; two of the Canal Superintendents of the Central Section, as well as the Sub-Divisional Officer at Ramayapatam and his Overseer, were also taken from their work for some days on this account. I think the Commissariat Department will not experience any inconvenience or difficulty in arranging for the supply of boats and the transport of troops in future, whenever troops have to travel by the canal, and I would suggest the advisability of that department being required on future occasions to make all necessary arrangements in connection with the transport of troops by the canal as they do in the case of troops travelling by land, as otherwise, I apprehend, the canal work will suffer from unavoidable neglect, by this department being called upon to undertake the duty to the detriment of their own legitimate work.

No. 5129.

Referred to the Military Department, for opinion on the suggestion made by the Superintending Engineer in regard to the transport of troops for the Buckingham Canal being arranged for in future by the Commissariat Department.

2. Hitherto, as a matter of convenience, this has been done by the officers of Public Works Department, but it is evident that such work forms no part of the legitimate duties of the latter.

(By Order.)
(Signed) J. PENNYCUICK, Major, R.E.,
*Ag. Under Secy. to Govt., P.W.D.*

*8th October* 1879.

No. 5688.

Referred to His Excellency the Commander-in-Chief.

(By Order.)
(Signed), J. MICHAEL, Colonel,
*Secretary to Government.*

OOTACAMUND,
*11th October* 1879.

No. 467. *From Brigadier-General H. O'CONNELL, Quartermaster-General, to Colonel J. MICHAEL,* C.S.I., *Secretary to Government, Military Department; dated Fort St. George, 2nd December* 1879, *No.* 8515.

In returning the correspondence referred to the Commander-in-Chief in O.G., No. 5688, dated 11th October 1879, I have the honor, by order, to state that the Officer Commanding Centre District, having been communicated with on the subject, reports that the Executive Commissariat Officer at Madras is prepared to make arrangements for the supply of boats for the conveyance of troops by the Buckingham Canal, under the following conditions, viz. :—

(*a*) That he be authorized to enter into a contract for the conveyance of a certain number of troops annually by the canal, so as to ensure money economy; or,

(*b*) Should the above be at present impracticable, that a contract be entered into by him for the number actually to be moved on each occasion,—as long previous notice as practicable being given, to enable his obtaining reasonable rates.

2. The Officer Commanding Centre District states, with reference to suggestion (*a*), no reliable estimate can at present be framed of the probable annual requirement of canal transport,—the current year being the first in which this highway has been used by troops. The exceptional circumstances under which the greater portion of the troops have been moved, raising the numbers considerably in excess of what the average in ordinary times might be.

3. The Commander-in-Chief approves of the suggestion, that the Public Works Department be relieved from the duty of providing canal transport for troops, and that such be delegated to the Commissariat Department; and His Excellency recommends that the second suggestion, as to the mode of obtaining the supply, be authorized until such time as a fair average of the yearly requirements can be arrived at, when an annual contract may prove the better method.

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No. 468. *With report from the Controller of Mily. Accounts, 18th December* 1879, *B.*

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No. 469. *From Brigadier-General H. O'CONNELL, Quartermaster-General, to Colonel H. N. D. PRENDERGAST,* V.C., C.B., *R.E., Acting Secretary to Government, Military Department; dated Fort St. George, 27th February* 1880, *No.* 1806.

Letter from Commissary-General, to Quartermaster-General, No. 10,127, dated 23rd February 1880.
Letter from Executive Commissariat Officer, to Commissary-General, No. 9478, dated 18th February 1880.
Letter from Agent for Butchoo Ramasem Garu, Soucar at Cocanada, to Commissary-General, dated Madras, 16th February 1880.

With reference to your memorandum, No. 7143, dated 22nd December 1879, I have the honor, by order, to forward, for submission to Government, the correspondence as per margin on the subject of the provision of boats on the Buckingham Canal.

2. His Excellency the Commander-in-Chief recommends that the Commissary-General be authorized to enter into an agreement with the Agent for Butchoo Ramasem Garu, Soucar at Cocanada, for the provision of such boats as may be required for moving troops on the Buckingham Canal.

3. The number of men, horses, &c., to be carried in each kind of boat should be decided by a Committee of officers. His Excellency the Commander-in-Chief proposes to assemble such a Committee on the return from Rumpa of some of the officers who have had experience in moving with troops by the Buckingham Canal.

4. The sanction of Government is requested for the services of an officer of the Commissariat Department to serve on the Committee.

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No. 470. *With report from the Controller of Mily. Accounts, 23rd March* 1880, *E.*

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No. 1958.

Referred, with enclosures, to the Public Works Department, for report as to the reasonableness or otherwise of the tendered rates.

(By Order.)

FORT ST. GEORGE, (Signed) H. N. D. PRENDERGAST, Colonel, R.E.,
*25th March* 1880. *Acting Secretary to Government.*

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No. 471. *From Captain A. AWDRY, R.E., Superintendent of Works, Buckingham Canal, to the Chief Engineer, Public Works Department, Chepauk; dated Buckingham Canal, 2nd April* 1880, *No.* 25.

I have the honor to enclose a copy of a telegram which I received this morning from the Collector of Nellore and of my reply to it.

2. I have directed the Sub-Engineer, Central Sub-Division, to supply the boats.

3. I have the honor to request that you will be so good as to move Government to issue orders for the Military Department to make requisitions for carriage by the canal on the Civil Department instead of on this office, as the supply of boats does not appear to me to require engineering knowledge, while it takes up a good deal of valuable time both in proper execution and in accounting for the cost, while it encumbers my "miscellaneous advance account" with items which are foreign to the work of the office.

4. Probably if the Quartermaster-General's Department were to open communications with some of the boat agents at the Basin, they would be able to readily obtain such carriage as they require from time to time without further assistance from other departments.

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Copy of Telegram from the Collector of Nellore to the Superintendent of Works, Buckingham Canal; dated 1st April 1880.

Godávari telegraphs Body Guard want boats Kottapatam. Apparently forty wanted. Cannot get here. Will you send from Madras?

---

From Superintendent of Works, Buckingham Canal, to the Collector of Nellore; dated 2nd April 1880.

Forty boats will be sent Kottapatam quickly as possible on your requisition. I debit you with all charges.

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No. 1028.

Transferred to the Military Department, for consideration.

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

*6th April* 1880.

No. 472. *From Captain A. AWDRY, R.E., Superintendent of Works, Buckingham Canal, to the Chief Engineer, Public Works Department; dated Madras, 7th April* 1880, *No.* 89.

I have the honor to return the papers forwarded with your No. 983, of 2nd instant.

2. As Mr. (Sub-Engineer) Ottmann has had considerable experience of the canal and the rates for boats, I referred the question to him for his opinion, and, guided by it, I have the honor to inform you that there are several other considerable owners of boats plying on the canal besides Butchoo Ramasem Chetti who would probably tender for the supply of boats if tenders were invited, and most probably some of their tenders would be more reasonable than the one referred to you from the Military Department.

3. On two occasions when troops moved by the canal, the boats were obtained through the agency of the Executive Officer of the canal at $12\frac{3}{4}$ annas and 14 annas per *ten* miles per boat; more recently, when Butchoo Ramasem Chetti's Agent undertook the contract, the rate was Rs. $3\frac{1}{4}$ per head from Madras to Rajahmundry (358 miles) calculated on the number each boat was *licensed* to carry, not on the number *actually* carried, which was only about one-half of the licensed number, as the space allotted to each man was considerably more than 5 square feet of deck surface on which the number of passengers for which the boat is licensed is determined.

4. According to Butchoo Ramasem Chetti's present tender (through his Agent) for top-boats, his rate is on the average about 11 annas *per mile* for a boat of about 10 tons, while the usual rate on the canal is about 1 rupee per boat (independent of size within such limits as he tenders) for 10 miles *plus* tolls. The rate for Radaree boats is also exorbitant; the tender is 14 annas per mile for a boat for fifty passengers, or from Madras to Bezwada (a distance of 268 miles) Rs. 234. At Bezwada recently, the boat-owners informed me that a Radaree boat of 27 to 30 tons (which would carry the numbers) would expect Rs. 70 for a trip to Madras. Without crowding and allowing for the extra distance, Rs. 100 would probably be ample for a Radaree boat actually carrying twenty-five men from Madras to Rajahmundry, or Rs. 4 per head actually carried.

5. I within the last few days received a telegram from the Collector of Nellore, to ask that I would send up forty boats to Kottapatam to bring some of the Body Guard to Madras. There is at present a great demand for boats for the salt and shell traffic, but, notwithstanding this demand, the boats have been procured at Rs. $4\frac{1}{2}$ per ton for the whole distance both going and returning (total 356 miles) *plus* tolls, detention batta, and 10 per cent. to the agent who was employed to procure the boats. This works out to a considerably lower rate than the tender under reference, the one (assuming 8-ton boats are used and allowing for five days' detention at Rs. 2 a-day) coming to Rs. 60 for each boat, and the other to Rs. $122\frac{1}{8}$ if the distance (178 miles) through which troops are carried only is charged, and to Rs. 245 if the sending of boats from Madras to Kottapatam is also charged for.

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No. 1070.

Transferred to the Military Department.

*10th April* 1880.

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

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No. 473.

ORDER THEREON, 27th April 1880, No. 2632.

Accepting His Excellency the Commander-in-Chief's views, His Grace the Governor in Council authorises the Commissary-General, whose attention is requested to the report of the Superintendent of Works, Buckingham Canal, No. 89, dated 7th April 1880, above recorded, to obtain tenders for the provision of such boats as may be required for moving troops on the Buckingham Canal during 1880-81, and approves the proposal to assemble a Committee, composed of a Commissariat Officer and of officers experienced in the transport of troops by the canal, to decide the number of men, horses, &c., to be carried in each kind of boat.

2. In future, tenders for this service should be publicly invited by advertisement.

(True Extract.)

(Signed) H. N. D. PRENDERGAST, Colonel, R.E.,
*Acting Secretary to Government.*

To the Quartermaster-General.
,, Commissary-General.
,, Public Works Department.
,, Controller of Military Accounts.

Exd. A. Raitt.

Mis N. 1124 W of 11 May /80

Communicated to the Supdt of Works Buckingham Canal

Supdt of Works

Buckingham Canal

GOVERNMENT OF MADRAS.

## PUBLIC WORKS DEPARTMENT.

12th July 1881, No. 1,717 W.

General.
Establishment.

Read the following paper :—

No. 15. Petition of G. M. KASIM ALI NUKOY and Co., Merchants of Madras, dated 1st July 1881.

No. 16. ORDER THEREON, 12th July 1881, No. 1,717 W.

PROPOSALS having been made for the provision, by private agency, of steam transport on the Buckingham canal between Cocanada on the north and Merkanum on the south, it is desired to ascertain what encouragement the various Government departments could give to the enterprise.

2. Inquiry will accordingly be made in the departments under the Chief Secretary, and in the Military and Revenue Departments, as to the quantity of Government stores and salt that might be expected to use improved means of conveyance.

3. The principal traffic would doubtless be in salt, and the Commissioner of Salt Revenue will be called on to report the present amount of tonnage and freight employed, and on what conditions he would recommend that the transport be intrusted to private agency.

4. The Superintending Engineer, First Circle, will report generally on the proposal, and afford information as to the probable quantity of Public Works stores and materials that require conveyance.

(True Extract.)

Captain, R.E.,
Ag. Under Secy. to Govt., P.W.D.

To the Financial, &c., Departments.
" Military Department.
" Revenue "
" Superintending Engineer, First Circle.

Exd. S. T. Austin.
Spare Copies

ESTABLISHMENT.

# Govt. of 1881 Madras.

## PUBLIC WORKS.

*To*

THE FINANCIAL, &c., DEPARTMENTS.
&c., &c., &c.

*Dated July, 12th.*

*Issued*

*Recd.*

*Encl.*

*G. O., 12th July 1881, No.* 1,717 W.

**JULY.**

**Nos. 15-16.**

*Steam Transport on the Buckingham Canal* —Orders on proposals for the provision, by private agency, of —.

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TO

THE HONORABLE W. HUDLESTON,
PROVISIONAL GOVERNOR OF
FORT ST. GEORGE AND ITS
DEPENDENCIES.

THE HUMBLE PETITION OF G. M. KAZIM
ALI NUKVY AND CO., MERCHANTS OF
MADRAS,

MOST RESPECTFULLY SHEWETH,

That Your Excellency's humble Petitioners have ventured to form themselves into a company for the purpose of affording every facility for the transit of passengers and cargo from Madras to the Northward, to the extreme limit of the Buckingham Canal which traverses a course of over 600 miles as far North as Rajahmundry. Your Excellency's humble Petitioners beg to submit, that, at present, lines of Railway connect Madras with the Towns and Villages towards the West and South ; thus rendering communication between this Metropolis and the Stations on the South and West easily accessible—on the South by the South India Railway and on the West by the Madras Railway. But, unfortunately, a great length of country, carrying with it every facility for safe transport, is at present bereft of the means of easy, and at the same time, expeditious communication. Your Excellency's humble Petitioners refer to the villages and towns through which the Buckingham, Kistna and Godavery canals run ; the existing mode of transport being by boats, entailing a great loss of time, inconvenience, and even risk of damage to life and property. There is also communication by land, but the difficulties and dangers that attend this mode of travelling, by reason of the malaria that arises from the marshes and swamps about and the inconvenience of crossing innumerable streamlets that intersect the way by land are indeed many. Again, the prejudices of the Natives to travel by sea are great. To obviate all these difficulties and to render the travelling of passengers and the transport of cargo to and from the countries traversed by the canal, easy and safe, Your Excellency's Petitioners are prepared to invest a large capital in the purchase of steam boats, *specially built* for navigation on this canal and to cause trains of boats to be towed by these tugs ; thus minimising the time of transit and securing to the public every safety and comfort. But, Your Excellency's humble Petitioners would respectfully urge upon Your Excellency's kind consideration that while they are prepared to risk the expenditure of a large capital for the practical carrying out of this scheme, they are as yet diffident of success and can only rely on the patronage accorded by Government in granting them the monopoly of carrying on Government work, as at all times the earnings from the public alone would be inadequate to ensure the welfare of the company which has for its object the good of the public. If the Government work is confided to the Company the Directors are prepared to encounter the risk of delay arising from time to time from interruptions in the depth of the Canal owing to storms or necessary repairs, feeling satisfied that the interests of Government in securing a good water-way are identical with those of the Company.

The Company is prepared to commence operations as soon as the decision of Government, if favorable, is conveyed to them.

It would be needless for Your Excellency's Petitioners to say that it would solely depend on the impetus Your Excellency's reputed Government would give to the humble efforts of this company that its future success and prosperity will depend. This boon they now humbly crave.

For which act of kindness Your Excellency's humble Petitioners shall as in duty bound.

Ever pray.

G. M. [illegible] Ali Nakhry

*Directing Manager.*

G. M. Kazim Ali Nakhry
Saib & Co.
Saidapet Near Madras

2d July 1881
Saidapet

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19

Petition from G. M. Kazim Aly Nakhry & Co. Madras

Dated 2nd July – 1881

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TRANSFERRED to the Chief Secretary to Government, Department.

(By order.)

A Kenney Herbert Major
Military Secretary.
for Pri. Secy

GOVERNMENT HOUSE,
Ootacamund
6th July 188

Petition (1881) Department.

From

The Private Secretary
to the ~~Right~~ Hon. the Governor,

To

The Chief Secretary to Government,
Department.

Dated 6th } July 1881
Recd. 7

CURRENT No.

Enclosure.

*Subject.*

Transfers a petition from G. M. Kazim Ali Nukvy & Co praying that Govt. will entrust to them some work

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17

TO

THE HONORABLE W. HUDLESTON,
PROVISIONAL GOVERNOR OF
FORT ST. GEORGE AND ITS
DEPENDENCIES.

The Humble Petition of G. M. Kazim
Ali Nukvy and Co., Merchants of
Madras,

Most Respectfully Sheweth,

That Your Excellency's humble Petitioners have ventured to form themselves into a company for the purpose of affording every facility for the transit of passengers and cargo from Madras to the Northward, to the extreme limit of the Buckingham Canal which traverses a course of over 600 miles as far North as Rajahmundry. Your Excellency's humble Petitioners beg to submit, that, at present, lines of Railway connect Madras with the Towns and Villages towards the West and South; thus rendering communication between this Metropolis and the Stations on the South and West easily accessible—on the South by the South India Railway and on the West by the Madras Railway. But, unfortunately, a great length of country, carrying with it every facility for safe transport, is at present bereft of the means of easy, and at the same time, expeditious communication. Your Excellency's humble Petitioners refer to the villages and towns through which the Buckingham, Kistna and Godavery canals run; the existing mode of transport being by boats, entailing a great loss of time, inconvenience, and even risk of damage to life and property. There is also communication by land, but the difficulties and dangers that attend this mode of travelling, by reason of the malaria that arises from the marshes and swamps about and the inconvenience of crossing innumerable streamlets that intersect the way by land are indeed many. Again, the prejudices of the Natives to travel by sea are great. To obviate all these difficulties and to render the travelling of passengers and the transport of cargo to and from the countries traversed by the canal, easy and safe, Your Excellency's Petitioners are prepared to invest a large capital in the purchase of steam boats, *specially built* for navigation on this canal and to cause trains of boats to be towed by these tugs; thus minimising the time of transit and securing to the public every safety and comfort. But, Your Excellency's humble Petitioners would respectfully urge upon Your Excellency's kind consideration that while they are prepared to risk the expenditure of a large capital for the practical carrying out of this scheme, they are as yet diffident of success and can only rely on the patronage accorded by Government in granting them the monopoly of carrying on Government work, as at all times the earnings from the public alone would be inadequate to ensure the welfare of the company which has for its object the good of the public. If the Government work is confided to the Company the Directors are prepared to encounter the risk of delay arising from time to time from interruptions in the depth of the Canal owing to storms or necessary repairs, feeling satisfied that the interests of Government in securing a good water-way are identical with those of the Company.

The Company is prepared to commence operations as soon as the decision of Government, if favorable, is conveyed to them.

It would be needless for Your Excellency's Petitioners to say that it would solely depend on the impetus Your Excellency's ~~reputed~~ respected Government would give to the humble efforts of this company that its future success and prosperity will depend. This boon they now humbly crave.

For which act of kindness Your Excellency's humble Petitioners shall as in duty bound

1st July 1881 }

Ever pray.

*Directing Manager.*

---

No. 1030 h.a/22-11-81.

To

The Ex. Engr. B. Canal
Dn.

With reference to the Correspondence relating to the proposed Buckingham Canal Steam Navigation Company, please say, as soon as possible, what are the prevailing charges for goods and passengers by the present boats plying on the Canal.

Sd/ J Ross Thompson
Lt. Col. R.E.
Dy. Ch. Engr.
P.W.D.

14/C.S.

Petition (Ind'l) Dept

From
G. M. Kazim Ali
Nukey & Co Merchants
Madras

Of 1/
R 4 July 1881

CURRENT No. 1275

1717W

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No. 1717 W PUBLIC WORKS DEPARTMENT,

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 12th July 1881

Read the following :—

Petition of G. M. Kasim Ali Nukey & Co. Merchants of Madras, dated 1st July 1881.

Proposals having been made for the provision, by private agency, of Steam Transport on the Buckingham Canal between Cocanada on the North and Marakanam on the South, it is desirable to ascertain what encouragement the various Government Depts. ~~are prepared to~~ could give to the enterprise.

2. Enquiry will accordingly be made in the Department

under the Chief Secretary, and in the Military, and Revenue Departments, as to the quantity of Government stores and Salt that might ~~may~~ be expected to use ~~[illegible]~~ improved means of conveyance.

3. The principal traffic would ~~will~~ doubtless be in Salt; and the Commissioner of Salt Revenue will be called on to report the present employed amount of tonnage and freight, and on what conditions he would recommend that ~~be prepared to hand~~ ~~over~~ the transport be entrusted to ~~[illegible]~~ private ~~firms~~ agency.

4. The Supdg. Engineer 1st Circle will report generally on the proposal and afford information as to the probable quantity of

Public Works Stores and Materials that ~~will~~ require conveyance.

CAtt

6/7/81

To,

The Financial &ca. Depts. ✓

" Military Dept. ✓

" Revenue — do — ✓

" S.E. I Circle ✓

Despd
20-7-81

4013

Govt. of {1881} Madras.

PUBLIC WORKS.

To

Dated 13

Issued

Recd. Encl.

G. O., 12 July 1881, No. 1717 W

Nos.

Steam transport on the Buckingham Canal

Orders on proposals for the provision, by private agency, of —

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18 17

17

## *Proceedings of the Madras Government, Revenue Department,*
## *31st October 1873.*

Read the following papers :—

No. 348. Read the following Proceedings of the Board of Revenue, dated 23rd August 1871, No. 3,644 :—

Read replies of Collectors to Board's Proceedings, dated 1st September 1870, No. 5,553, 9th September 1870, No. 5,662, 25th October 1870, No. 6,299, and 25th April 1871, No. 1,727.

Read also the following Proceedings of the Madras Government, dated 19th May 1871, No. 881, Revenue Department :—

ABSTRACT.—*Fuel cut for Sugar Factories.*—Letter from the Conservator of Forests regarding the seigniorage to be paid on it, referred to the Board of Revenue for an enunciation of their views.

THESE reports will be submitted to Government, with reference to their orders, dated 27th June 1870, No. 952, (charcoal seigniorage), 13th August 1870, No. 1,252, (wood cut for the use of Sugar Factories), 17th October 1870, No. 1,579, (rates of seigniorage on fuel, bamboos, and timber, reserved and unreserved), 1st April 1871, No. 610, (requesting that this report may be submitted soon,) 19th May 1871, No. 881, (the Conservator's proposals that the seigniorage on firewood cut within twenty miles from a railway should be Rupee 1 per 1,000 lbs., and beyond that distance As. 8, that fuel should not be allowed free for the manufacture of their produce by ryots, and that all jungles should be placed under the Forest Department strengthened by a Forest Act and Code of Rules).

2. The seigniorage on charcoal and timber depends upon the seigniorage on fuel. It takes three cart-loads of fuel to make one cart-load of charcoal. The price of timber must be raised above the price of fuel sufficiently to discourage its use as firewood, and the tax on reserved timber must be greater than that on unreserved timber. Hence it will be sufficient for the purposes of this report if the Board confine themselves to a discussion of the conditions of the taxation and supply of fuel.

3. The three points for consideration are as follow :—

(1.) Can Government justly demand a seigniorage of Rupee 1 per 1,000 lbs. of firewood; and, if so, is this a proper sum to exact throughout the Presidency?

(2.) What is the extent of the communal right of the people to cut fuel in communal jungles without being charged seigniorage? Does it include a right to cut fuel for Sugar-making, etc.?

(3.) Should the jungles, which are still under the control of the Revenue Department, be all transferred to the Forest Department, and the two administrations be so amalgamated?

4. It appears from the *resumé* given in Appendix I. of the orders issued from time to time with regard to seigniorage on fuel that it has been assumed that all jungles belong absolutely to the State, and that portions of them may be closed to the people and reserved at the will of Government; that the people, who have lived near the jungles and drawn free supplies of fuel from them for centuries, are to be charged as much for all, except a very limited quantity, as the Railway Companies who made their appearance for the first time but a few years ago; and

that this charge must be raised gradually till it defrays the cost of reproduction. The seigniorage on firewood has been raised from nothing to 5, 10, and 16 As. per 1,000 lbs. within the last ten years, but it is not yet equal to the cost of production. The cost of production seems, however, never to have been calculated with an approach to, or appearance of, accuracy.

5. The result of these theories and the measures based upon them is shown in the reports which are now submitted, and of which an abstract is given in Appendix II.

6. It is clear from them that the effect of the present system of forest conservancy and seigniorage on the supply of firewood has been to create a feeling of oppression over the greater part of the Presidency, to deprive thousands of wood-cutters of their only means of gaining an honest livelihood, and, by making firewood an unattainable luxury, to drive more and more of the poorer classes to use as fuel in their houses the manure and stubble which are essential to the prosperity of their farms.

7. If this be so, the evil is one of extraordinary magnitude, and the theories on which the system is based must be re-examined with the view to find out where they are inaccurate and how they can be rectified.

8. The Board believe in the first place it is wrong to assume that Railway Companies must be treated on the same terms as the people. For centuries before the British Government entered these territories, the people had a right to resort to their jungles when they chose and take from them any wood they wanted for any purpose free of charge. It is believed that, with careful conservancy, there is enough jungle to supply *the people of the country* for an indefinite period, and, if there were no railways in India, it would be just for Government, if authorized by the legislature, to conserve the jungles for the people, charging them, in the form of seigniorage, enough to cover the cost of conservancy and to raise a revenue from any surplus of timber not required to supply the wants of the populace. The presence of railways is a novel and unprecedented event. They have no right to cut firewood from the jungles which are in part the property of the people, and it may reasonably be held that the people have no right to cut fuel free to sell to them. The operations of these Companies, so long as firewood is used by them for their locomotives, destroy forests with startling rapidity. It is only in tracts of primeval forests that the supply can suffice without extensive planting and reproduction for any considerable length of time. It follows that Railway Companies should be induced by every possible means to use coal (and coal is plentiful in Northern India). If they will not use coal, they should either be required to draw their supplies from distant forests which, being situated remote from human habitation, are subject to but few tribal and communal rights, or they should be charged enough to enable Government to reproduce the jungles from which the people are entitled to a supply of fuel from time immemorial. Rupee 1 per 1,000 lbs. is not equal to the cost of reproduction, and the rate should, therefore, be increased but for Railway Companies only. A ton of Casuarina wood costs at Madras from Rupees 8 to Rupees 10, or, in other words, is as expensive for railway purposes as coal. Unless the present system is changed, a time will come when the expenses of

conserving and planting become so great, and the seigniorage is unavoidably raised so high that the Railway Companies will leave the timber depots for the coal yards, and Government will be left with a vast expenditure and no returns. It would, of course, be difficult to levy differential rates for fuel required for Railway Companies and fuel not so required, but the difficulty would not be greater than is now confronted by the order that firewood cut for domestic purposes is to be free, and firewood cut for sale, etc., to pay a seigniorage of one Rupee per 1,000 lbs.

9. Inthe second place, the Board believe it is wrong to assume that the jungles of the country belong so absolutely to the State that the State can sell as much of the firewood and timber as it chooses at any price and to any purchaser. It would swell these Proceedings to too great a length if the Board detailed the facts and arguments on which this conviction is based. It has already been broadly affirmed in the Proceedings on the Forest Bill, and it scarcely seems to need proof when the forests concerned are, for the most part, not primeval forests, but jungles scattered amongst villages, and the only communal right insisted on is a right to a necessary of life.

Board's Procs., 5th August 1871, No. 3,284.

10. The existence of communal forest rights is admitted on all hands, and it is generally conceded that such rights cannot be restrained without authority from the law. The Board have proposed that a law should be passed after due inquiry by the local legislature, and, when this is done, firewood rights may be regulated and a conservancy seigniorage imposed, varying in different districts and with respect to the people and to out-siders, so as to be fair to all.

11. This, however, will take up considerable time, and the evils which have been described call for an immediate remedy. The Board resolve to urge Government to re-establish the old rate of 6 As. per 1,000 lbs. except in Kurnool and Ganjam, where the special indulgences detailed in Appendix I. should continue, and except with regard to woodcut for Railway Companies, who are even now paying less than they ought.

12. Before proceeding to the next question, it may be as well to notice the Conservator's proposal for solving the difficulty. His suggestion is that the Rupee 1 rate should be enforced for twenty miles on each side of railways, and that an 8-Anna rate should be charged beyond that distance. This is in accordance with the dictum propounded by Major Beddome in the letter recorded with Board's Proceedings of the 4th June 1870, No. 3,805, viz., that "privileges hitherto "in existence must disappear before railways," but the Board protest against it. The rights of the people living within twenty miles of a railway are the same as those living outside that limit, and a difference of 8 As. a cart-load would not be sufficient to induce any one who wanted fuel to go far and add the cost of distant carriage to his other expenses in order to get it.

(2.) The extent of the rights of the people to obtain firewood from their jungles free of seigniorage.

13. It can scarcely be doubted that the people have a right to cut firewood free for domestic uses, for sale to others in their own village, and for the manufacture of the produce of their own lands.

14. Major Beddome contends against the last two of these three privileges, but it must be remembered that when he says that no such privilege has existed hitherto, or that such a privilege has never been recognized, his "hitherto" and "never" commence with the institution of his department.

(3.)—In their Proceedings on the Forest Bill, the Board have urged the necessity of making the Collectors Conservators of the Forests of their districts, and the Chief Forest Officer an Inspector and Adviser. It is impossible to read through the papers, which have been briefly reviewed in these Proceedings, without arriving at the conviction that it would be injurious to the people if the Conservator had the sole control over jungles and forests.

## APPENDIX I.

Board's Standing Order No. 86.

THE first imposition of a fuel tax seems to have been ordered for the sake of conservancy be the Board in 1860. The amount was 5 Annas a cart-load.

Board's Proceedings, 13th June 1861, No. 8,096.

2. In 1861 the Board allowed the issue of licenses for cutting wood in the case of the Aska Factory on terms which gave them their fuel at much less than 5 As. a cart-load, and reduced the seigniorage on fuel throughout the district to 2½ As. a cart-load. The reasons were the great abundance of forest and the heavy charge imposed by the new rules on the Factory, which had been established there partly because wood was so cheap. (These rates still prevail in Ganjam).

Government Order, 10th November 1864, No. 2,061

3. In 1864, in discussing a proposition of Mr. Dykes to raise the seigniorage on fuel from 5 As. to 12 As. a cart-load, Government observed: "there can be no doubt that, if Government allow firewood to be cut in their jungles for less than it can be grown, private individuals cannot afford to grow it. Though such a sudden rise as from 5 As. to 12 As. would be too much, the price might be very reasonably raised to 8." They refused to monopolize the industry of growing fuel, because "all experience shows that Government cannot accomplish such undertakings so successfully or economically as private individuals."

Government Order, 31st July 1865, No. 1,767.

4. In 1865 Government, in reviewing certain correspondence between the Collector of Kurnool, Mr. Minchin, and the Conservator, fixed the fuel tax at 4 As. a cart-load, and abolished the tax on bamboos. Their reasons for the latter measure are given in the following passage:—"The restrictions which the Government have felt compelled of late years to lay on the timber and firewood trade in the interests of the community already constitute a very heavy and novel burden on the resources of all classes at a time when the prices of all articles of consumption have greatly risen, and it is on every ground most undesirable to add unnecessarily to the unpopularity of forest laws, which, in all ages and countries, have been and must be especially odious to the people, however necessary they may be deemed by Government.

Board's Proceedings, 4th December 1865, No. 7,729.

5. In the same year on a requisition from Mr. Minchin, the Board recognized the system then prevailing in Kurnool, viz., that whilst 4 As. a-load was levied on firewood carried out by carts, head-loads, bullock-loads, and donkey-loads, were allowed to pass free. This privilege involved the means of livelihood of many of the poorest classes.

Government Order, 26th March 1866, No. 746.

6. In March 1866 Government recalled their order abolishing the tax on bamboos, and left it to the discretion of Collectors to re-impose it after communication with the Conservator. The Conservator had given three reasons for reviving the tax, but the only one of them which bears examination is the "important loss of revenue" caused by its repeal.

Government Order, 15th January 1867.

7. In January 1867 Government discussed the question of seigniorage on fuel with reference to the fuel supply of railways. The data taken were that private enterprise would not create a supply of wood-fuel, that coal cost Rs. 25 a-ton at Jollarpett, and that 3 tons of wood were equal to one ton of coal. Alluding to the order of July 1865, Government again ruled that the seigniorage must be regulated so that Government might not sell timber below its value, and that whilst a sudden material enhancement of the price should be avoided, it should be raised gradually to the proper amount estimated from the assessment of the land, cost of guarding, etc. With regard to a proposal to charge the railways higher rates than other purchasers, they said: "The Government cannot thus charge different prices to different purchasers, and whatever price may be fixed upon must be applicable to the general public as well as to the Railway Company." The separation of six reserves of 12 square miles was sanctioned.

Government Order, 8th April 1868, No. 949.

8. In April 1868, Government sanctioned "the increased rate of seigniorage for wood-fuel supplied to the Railway Company, viz., As. 10 per 1,000 lbs.," and desired the Conservator to select localities for reserves along the North-West Line.

19th July 1869, No. 2,093.

9. In July 1869, Government raised the rate from 10 As. to 1 Rupee, and made it applicable to all purchasers. They had been informed by the Consulting Engineers for Railways that neither 10 Annas nor 1 Rupee adequately represented the cost of production, that it was necessary to keep a reserve of wood-fuel as the only resort in case of England being engaged in a naval war, that the consumption of the railways had increased from 9,821 tons in 1863 to 54,358 tons in 1868, that coal at stations beyond Cuddapah cost from Rs. 33 to Rs. 40 a-ton, and that plantations and reserves were required. The Conservator believed that plantations would be inadequate to future requirements and too expensive. He suggested that the increased rate should be for logs such as are used by locomotives and not for sticks used by ordinary consumers, but Government over-ruled this suggestion.

Board's Proceedings, 26th October 1869, No. 7,942.

10. The Board seeing that the order was positive, communicated it to all Collectors and pointed out that, as Rupee 1 was to be charged per 1,000 lbs., 3 As. must be charged per bullock-load of 200 lbs. and 9 Pies per head-load of 50 lbs.

Government Order, 27th June 1870, No. 952.

11. This simple arithmetical corollary was not perceived by the Conservator till June 1870, when he suddenly became aware that a regular trade was springing up in head-loads and bullock-loads to the exclusion of cart-loads and the detriment of the revenue. Government directed him to issue instructions similar to those of the Board.

12. By these two orders, the seigniorage on fuel was suddenly trebled all over the Presidency, and more than trebled in some parts. Government had themselves previously pointed out the inexpediency of any sudden material enhancement of the price, and it is not to be wondered at that complaint was and still is loud and universal.

Government Order, 1st April 1871, No. 616.

13. Government have since relaxed the rate in the case of the Aska Factory, where its institution would have had the effect of raising the expenses of manufacture by Rs. 21,900. In Ganjam the new rate has not been introduced as yet, for the Collector at once remonstrated, and the case is still sub-judice. The rates prevailing there are described above in paragraph 5.

(Signed) J. GROSE,
Secretary.

## APPENDIX II.

21st September 1870, No. 1,276.
21st December „ „ 1,666.

*Ganjam.*—The increased rate of seigniorage is inconsistent with the circumstances of this district where forests abound, which it is most desirable to clear away, and the demand for timber is only a local demand amongst a sparse population.

The price of a cart-load of firewood varies from 8 As. in Varanasu, Bagusale, and Jalantra, to Rupee 1 in Ganjam, Rs. 1-4-0 in Aska, Rs. 2 in Narasanapett, and Rs. 3 in Chicacole.

6th August 1870, No. 614.
19th October, „ „ 770
11th January, 1871, „ 39.

2. *Vizagapatam.*—The Collector protests against any increase on the rate of 6 As. per 1,000 lbs., which, however, is not felt to be oppressive in Palcondah and Golgondah. Throughout the rest of the district the forests belong to Zemindars.

The price of firewood varies from Rupee 0-13-4 a cart-load in Gumipur, to Rs. 3-5-4 in Vizagapatam.

3rd Aug. 1870, No. 228.
23rd Sept. „ „ 298.
30th „ „ „ 309.
23rd Jan. 1871. „ 309.

3. *Godavery.*—Rupee 1 per 1,000 lbs. is too high; 8 Annas would be ample.

The price of firewood per 1,000 lbs. varies from Rs. 1-4-0 in Rajahmundry to Rs. 3 in Cocanada and Rs. 3-12-0 in Ramachendrapur.

17th Aut. 1870, No. 3,700.
11th Nov. „ „ 4,886.
26th Jan. „ „ 257.

4. *Kistna.*—Firewood is very scarce in the delta, and almost the sole supply is obtained from mangrove swamps. The people are in many places obliged to use cowdung bratties, refuse, and stubble instead of fuel. The new rate of seigniorage has given rise to great complaints, but the Collector thinks it is necessary to supply funds for conservancy and planting.

The price of firewood varies from Rupee 1 in Vissanapettah to Rs. 4-8-0 in Guntoor. The price in Bunder is Rupees 1-6-0, and the average price of the district is Rs 2-4-2.

1st November 1870, No. 2,935.
25th January 1871, „ 46.
24th February „ „ 335.
28th „ „ „ 385.

5. *Nellore.*—The present rates are considered oppressive though the increase was only from 8 Annas to 1 Rupee a cart-load. Most of the divisional officers think a half-rupee rate high enough, but the Collector proposes as a compromise to charge the high rate of Rupee 1 per 1,000 lbs., but disproportionately lower rates of 1 Anna per 200 lbs. and 3 Pies per 50 lbs. The Deputy-Collector of Naidupett states that the high rates have deprived many wood-cutters of their means of livelihood, so that there is a danger of their being driven to crime, and that they have obstructed the cultivation of jungle land.

The price of firewood varies from Rs. 1-8-0 in Rapur and Atmakur to Rs. 6 and sometimes Rs. 7 in Nellore.

23d August 1870, No. 147.
25th October „ „ 6,299.
18
28th January 1871, „ 50

6. *Cuddapah.*—Mr. VansAgnew protests against the increase of rates, because of the rapacity of the Forest Department, whose efforts are mainly directed to increasing their revenues. He states that in this district an Assistant Conservator had induced a Tahsildar to believe that ryots were to pay seigniorage for their firewood, and that seigniorage had been imposed on a common weed. Mr. C. G. Master points out that the most important thing is to make the Forest Department respect the right of cultivators to fuel. The occupation of the numerous wood-cutters is disappearing. Mr. Master proposes an 8-Anna rate.

The price of firewood varies from Rs. 1-4-0 in the greater part of the district to Rs. 2-8-0 in Cuddapah and Rupees 3 in Pulivendla.

13th Aug. 1870, No. 281.
24th Nov. „ „ 419.
5th Jan. 1871, „ 4,

7. *Bellary.*—The existing rates of seigniorage are not felt to be unduly high, but there is very little jungle in the district. The officers of divisions where there is any jungle propose a half-rupee rate. The tax is felt more heavily in the western taluqs than elsewhere.

The price varies from Rs. 1-10-8 in Kudlighi, to Rs. 5 in Adoni, and Rs. 6 in Bellary. Ten years ago, the price was only from Rs. 1-8-0 to Rs. 2 in Bellary.

4th July 1870, No. 218.
24th Oct. „ „ 360.
1st March „ „ 58.

8. *Kurnool.*—The Collector considers the present rate excessively high, and, as regards the poorer classes, oppressive. He says: "In this district where firewood is abundant and the population sparse, the average being about 100 to the square mile, a high rate of seigniorage is very seriously felt; for the wood is not generally found near the larger towns, the inhabitants have, therefore, to fetch their firewood from great distances. The carriage having in addition to the seigniorage to be paid for by the consumer, the price is raised to about—in Kurnool for instance—Rs. 5 a bandy-load. Firewood is one of the chief necessaries of life, and when a bandy-load is required a month, it stands to reason that all the population earning only about Rs. 10 a-month, and that is a very large proportion of the population, find it difficult to live. The only alternative is to pay or to get wood without paying, and the high rate of seigniorage necessarily forces a great number to get their firewood by stealth in order to escape the high seigniorage. The existing establishments are entirely insufficient to protect the firewood jungles so completely as effectually to put a stop to illicit cutting of wood.

"A practice extensively obtains among the poorer classes of ryots, who constitute by far the largest portion of the population, of using cattle dung and cholum and other stalks as substitutes for firewood. I have at present no returns to show to what extent this objectionable practice is carried on, but, from my long experience in this district, I have no doubt that more than half the population are forced to use for purposes of fuel what otherwise would go annually to enrich the soil and increase the prosperity of the ryots."

The Assistant Conservator of Forests says: "I think in a district like this, where there are some 2,000 or 3,000 square miles of forest and only a local demand to meet, that 8 Annas is the utmost that should be charged for firewood * * * per bandy-load."

Mr. Chase proposes to recur to the old rate of 4 Annas a cart-load and to relieve the Chensu and Hill-tribes from seigniorage on head-loads and bullock-loads, on the ground that otherwise they will be deprived of their means of livelihood.

The price of firewood varies from Rs. 2 in Cumbum to Rs. 2-8-0 in most of the district and Rs. 5 in Kurnool.

29th Sept. 1870, No. 397.
29th „ „ „ 400.
1st „ „ „ 409.
8th March „ „ 80.

9. *Chingleput.*—Mr. Blair, the Acting Collector, recommends that the seigniorage should be reduced to the old rates, because the jungles, which are but few, are mere scrub jungles. Mr. Crole, the Acting Sub-Collector, thinks the higher rate should be continued because of the vicinity of the Presidency town.

The price of firewood varies from Rs. 1-4-0 (Rs. 0-1-0 a head-load) in Madarantakum to Rs. 4-4-0 in Trivellore.

30th July 1870, No. 326.
25th October 1870, No. 6,299.
14th April 1871, No. 219.

10. *North Arcot.*—The Collector urges that head-loads should be free, as otherwise many of the poorer classes will lose their means of livelihood and crime will increase. He points out that the cost of firewood is enormous compared with the income of Sepoys for instance, and believes that firewood is becoming a luxury and that cowdung and leaves are used for fuel instead of manure. The price of firewood varies from Rs. 0-12-0 in Wandewash to Rs. 2-8-0 in Vellore and Rupees 2-12-0 in Raneepet.

11. *South Arcot.*—The Collector states that the order of 1869, which trebled the seigniorage "suddenly and without any warning," is bitterly complained of. The new rate is oppressive, and it has stopped wood cutting in the Government jungles of Kullacoorchy altogether. In many places cowdung bratties are used as fuel. In Trinomalay the numerous wood-cutters have lost their means of livelihood completely. Where there are forests belonging to Polygars they undersell Government.

Board's Proceedings, 9th July 1870, No. 177.
14th Oct. ,, ,, 6,122.
18th ,, ,, ,, 6,193.
10th Feb. 1871, ,, 89.

The price list is incomplete, and does not include Tindevanum, Villapuram, or Cuddalore. The lowest price given is Rs. 0-12-0 in Virdachellum; the highest Rs. 2 in Trinomalay and Chedumbrum.

12. *Tanjore.*—The Collector reports that the seigniorage is not too high for his district, but there are no large jungles except in Shealli, and the Rupee 1 rate was not collected in them up to the time of the Collector's report.

5th September 1870, No. 287.
30th November ,, ,, 432.
1st December ,, ,, 436.
21st ,, ,, ,, 466.

The price of firewood varies from Rs. 1-12-4 in Shealli to Rs. 6-4-0 in Trivady.

13. *Trichinopoly.*—The Collector does not think the seigniorage too high, apparently because fuel sells for less in Trichinopoly than Zemindari fuel in Combaconum. Since the introduction of the new rate, the receipts have decreased by 25 per cent. in the whole district and in Woodiarpolliem (the jungle taluq) where Zemindari jungles can be had recourse to they have decreased by 50 per cent.

Government Order, 30th May 1870, No. 785.
,, 23rd Nov. ,, ,, 267.
,, 7th June 1871, ,, 7.

Prices vary from Rs. 1-1-6 in Trichinopoly to Rs. 2-8-0 in Perambalur.

14. *Madura.*—The seigniorage on fuel is felt to be extremely oppressive throughout the district, and the Honourable D. Arbuthnott urges that it should be abolished, except in the case of Railway Companies and other great consumers of fuel. The whole of his letter, dated the 8th October 1870, demands careful consideration, but particular attention must be called to the following remarks:—

30th June 1870, No. 194.
8th Oct. ,, Nos. 300 and 301.
18th Oct. ,, No. 525.
21st Feb. 1871, ,, 64.

"And now I must record my dissent from two principles which evidently underlie the Conservator's recommendations.

"In the first place, there is an evident desire on his part to increase the forest revenues at all hazards by raising the seigniorage, and, in the second place, to consider the value of timber in the market as nearly pure profit to the wood-cutter, and on this supposition Major Beddome attempts to proportion the seigniorage to the market-price, and does not see that a tree while standing in a jungle is of no more value than that of the surrounding rocks. To make it valuable it must be cut and conveyed to market. The value of all timber is mainly dependent on the distance it has to be carried * * *. As the cost must, therefore, vary enormously at different places, it can be of no possible use to attempt to proportion the seigniorage to the market price, and if the price is already high, it cannot be considered reasonable to make it higher by raising the seigniorage.

"From the enclosed statement, which shows the operation of the fuel tax in the Revenue Department for six months in 1869 under the old seigniorage and six months in 1870 under the new rates, the Board will observe that under the former 68,494 licenses were issued and the seigniorage amounted to Rs. 2,092; whereas under the increased rate only 39,640 licenses were issued, but the seigniorage amounted to Rs. 3,940; in other words, for very little more than half the quantity of wood the people have paid nearly double the amount of taxation, and in consequence the poor of Madura and other large towns are driven to the use of cow-dung and cholum straw for fuel, thereby seriously diminishing the supply of fodder and manure usually available for agricultural purposes. But the tax is altogether objectionable; it falls unequally, is easy of evasion, and its collection leads to much fraud and oppression."

"To illustrate the facility of evasion I beg to refer to the order which directs that persons cutting firewood for their own use are not taxable, and I would ask how a person collecting the tax is to discriminate between those who cut fuel for their own use and those who collect it for sale; nor can I see why the cooly, who earns a scanty livelihood by selling firewood, should be heavily taxed, whilst his more wealthy neighbour, who has land and other means of supporting himself, is permitted to procure fuel free of charge; but even if this be right the impossibility of distinguishing between the two classes, becomes a fruitful source of oppression and fraud which it is almost impossible to check. But besides these reasons for abolishing the tax on firewood, there is still another to which I wish to direct the Board's attention, that is, the manner in which the tax was first imposed. I do beseech the Board to consider that salt and fuel are as absolute necessaries of life as food itself. The price of the former has lately been raised, but the tax is one to which the people are accustomed, and which is borne by all classes, and is sanctioned by the formalities of law; whereas in levying a seigniorage on fuel, we have by an order unsupported by legislation, taxed the people in the exercise of their right to a necessary of life which had been enjoyed free from time immemorial, and where they have dared to maintain that right we have treated them as thieves. In conclusion, I beg to express my conviction that no reduction of the tax will really remedy the evils which must accompany its collection; even at the present rate it forms but a very small source of revenue, and considering the strong objections with which it is inseparably connected, I would, except in the case of Railway or other great Companies, unhesitatingly recommend its total abolition."

The price of firewood is Rupees 3-1-0 a cart-load.

15. *Tinnevelly.*—Mr. J. R. Arbuthnott, whilst in charge of Tinnevelly, pointed out the oppressiveness of the tax and the distinction between the case of Railway Companies and the people very forcibly in the following words:—

8th August 1870, No. 388.
18th October ,, ,, 525.
9th Dec. ,, ,, 606.

"These rates have, it is true, been put in force in forests under the management of Revenue officers, but they are most oppressive, and in fact a heavy tax on a necessary of life and on an occupation which is so laborious and unproductive that it is only resorted to by the poorest of the poor; altogether, there are so many objections to the tax, that I would be very glad to see it done away with. Major Beddome argues that such a step would deprive the Government of the revenue from firewood in districts traversed by railways, but I do not see that this would follow; for Government are differently situated with regard to the people of the country who have prescriptive rights to firewood for domestic purposes, and Railway Companies, who without any claim of this nature, create a heavy and expensive demand on our firewood resources."

The price of firewood varies from Rs. 2 in Tenkasi to Rs. 6 in Tinnevelly.

16. *Coimbatore.*—All the local officers, except the Collector and the Sub-Collector, think the rate too high. The Collector and Sub-Collector state that a cart-load contains only 500 lbs.

11th November 1870, No. 292.
11th ,, ,, ,, 293.
20th December ,, ,, 347.

Prices vary from about Rs. 1-10-4 to Rs. 5 in Coimbatore.

17. *Nilgiris.*—Here sholahs are sold by auction for firewood. Mr. Davidson gives the seigniorage as Rupee 1 per cart-load of 750 lbs. and the selling price as Rs. 3-8-0 for the same amount, or Rs. 4-10-8 for 1,000 lbs.

8th July 1870, No. 89.
14th Oct. ,, ,, 149.
26th Nov. ,, ,, 167.

18. *Salem.*—The Local officers are opposed to any increase of the rate. Mr. Longley found in February 1871 that the rate then prevailing in Salem was 6 As. a cart-load, so that it would appear that the Conservator has not introduced the new rate there. The Sub-Collector

14th September 1870, No. 170.
14th October ,, ,, 196.
3rd February 1871, ,, 348.
23rd ,, ,, ,, 544.

points out that the abundance of fuel in the Sub-Division and the limited demand afford ground for anticipating that the fuel supply will not fail for very many years to come.

The price of firewood varies from Rs. 1-2-0 in Kistnagherry to Rs. 3-8-0 in Salem.

5th November 1870, No. 1,419.
5th ,, ,, ,, 1,420.
18th January 1871, ,, 101.

19. *South Canara.*—The Collector considers that the present rate of seigniorage makes the price oppressive, though it is only felt by townsmen and manufacturers of Catechu and Sandalwood oil. The sale of jungles instituted by Mr. Thomas relieved the people from pressure for a time, but there was reason to believe that the jungles might be private property, and the sales were put a stop by the Board in their Proceedings of the 21st March 1871, No. 1,222.

The price of firewood varies from Rs. 1-14-0 to Rs. 7-3-0 in Coast towns, and from Rupee 0-13-4 to Rs. 1-4-0 in Inland towns.

13th September 1870, No. 313.
24th ,, ,, ,, 321.
27th October ,, ,, 363.
16th February 1871, ,, 46.

20. *Malabar.*—Here the extent of jungles belonging to Government is so small compared with private jungles, that the rate of seigniorage is a matter of no moment.

The price of firewood varies from Rs. 1-4-10 in Palghat to Rs. 2-11-9 in Calicut.

(Signed) J. GROSE,
Secretary.

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No. 348A. Minute by His Excellency the Governor.
No. 348B. Do. do. do.
No. 348C. Minute by the Hon. J. D. SIM, C.S.I.
No. 348D. Minute by the Hon. W. ROBINSON, C.S.I.

(Here enter 18th and 23rd October 1873.)

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No. 349. ORDER THEREON, 31st October 1873, No. 1,225.

Forests, No. 41.

THE Governor in Council has given his careful consideration to these Proceedings of the Board of Revenue, and is of opinion that there is much force in their remarks regarding the rapid rise which has, of late years, been permitted to take place in the rate of seigniorage charged upon fuel.

2. Moreover, it was elicited in the inquiries made during the past year regarding the general incidence of taxation in this Presidency that, in some localities, the fuel-tax pressed with special severity upon the poorer classes of the population. To cheapen fuel, too, will probably be as easy a mode as could be devised of lightening the burden of life among the industrious poor of this Presidency, and is in full accordance with the recognized policy of the British Government to continue to the people, so far as may be possible, consistently with their own interests, the privileges which they enjoyed under previous rulers.

3. Under these circumstances, the Governor in Council is pleased to authorize the Board of Revenue to issue instructions reducing the general rate of seigniorage to the old rate of six Annas per 1,000 lbs., and for the continuance of the special privileges in the Ganjam and Kurnool Districts, which are referred to in paragraph 11 of their Proceedings. The Governor in Council is further of opinion

that it is in accordance with immemorial usage to permit villagers to cut firewood free for the manufacture of the produce of their own lands, and provision to this effect should be made in the Jungle Conservancy Rules.

4. The present rate of seigniorage of Rs. 1 per 1,000 lbs. will continue to be charged to the Railway Companies, and it will be necessary for the Board of Revenue to prescribe such rules, for the guidance of Collectors in this matter, as will insure no evasion of the rate. These Companies require not merely a supply of fuel, but a supply near to their lines, and this involves a special conservancy on the part of the Forest Department, which the Government cannot be expected gratuitously to supply.

5. With advertence to paragraph 8 of their Proceedings, the Board of Revenue are requested, after consultation with the Inspector of Forests, the Collectors of railway districts, and the Consulting Engineer for Railways, to submit a full report on the general question of the railway fuel-supply of this Presidency, with such suggestions as may occur to them for the prevention of the rapid disforestment which is reported to be taking place in some parts of the country from this cause.

6. The other important questions, which are discussed in the Board's Proceedings, will be disposed of in connection with their remarks* upon the draft Forest Bill, which are now under the consideration of Government.

(True Extract.)

D. F. Carmichael
*Secretary to Government.*

To the Board of Revenue.
,, the Inspector of Forests.
,, the Public Works Department.

20

Exd. F. R. Bantleman.

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* Proceedings Board of Revenue, 5th August 1871, No. 3,284.

TO,

THE HONORABLE W. HUDLESTON,
PROVISIONAL GOVERNOR OF
FORT ST. GEORGE AND ITS
DEPENDENCIES.

The Humble Petition of G. M. Kazim Ali
Nukvy Sahib and Co.

Most Respectfully Sheweth,

That, as your Petitioners have formed a Company to facilitate what were hitherto to the Fublic long and tedious journeys to and from the several countries situated throughout the course of the Buckingham Canal and its branches, by connecting these remote northern districts with the Metropolis of this Presidency by means of steam boats, they necessarily require some pieces of land on the banks of the Canal for the purpose of opening out stations for the booking of Passengers and Cargo.

Your Excellency's Petitioners intend therefore to open out, for the present, stations in the following principal towns which are traversed by the Buckingham Canal viz. Madras, Ennore, Pulicat, Royadonum, Kazba, Dugrajapatam, Moothookoor, Ramiahpatam, Pethaganjam, Chabole, Codoor, Eskapully, Woollapaliam, Bezwadah, Ellore, Rajamundry and Coconada and to enable them to open out these stations your Excellency's Petitioners beg that sanction may be granted. Your Excellency's humble Petitioners venture to hope that your Excellency's auspicious Government will favorably consider the nature of Petitioner's request, which is for the comfort and convenience of the Travelling Public and for the safety of their goods, besides which, these lands are Government waste, and the boon they seek if granted will be an encouragement to native industry, and will tend to promote the well being of this Company. For which kind concession,

Your Excellency's most humble Petitioners, as in duty bound,

Shall ever pray,

Saidapet,
Dated. 2d. August 1881.

G M Kauzim Ali Nukvy
Managing Director of
The Buckingham Canal Steam Navigation Company.

34

TO,

THE HONORABLE W. HUDLESTON,
PROVISIONAL GOVERNOR OF
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DEPENDENCIES.

THE HUMBLE PETITION OF G. M. KAZIM ALI
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That as it is intended by the Projectors of this Scheme to run trains of boats up and down the Canal to the entire length of about 500 Miles freighted with both Passengers and cargo Petitioners find that it will be absolutely necessary to maintain a large establishment for the efficient working of their scheme. For ensuring propriety and regularity in the working, of their establishment, especially of the mechanical branch of that establishment, it will be necessary for rules and restrictions being laid down for the maintenance of discipline a breach of which becoming amenable to the law. And as these rules and restrictions will be treated with levity not only by the members of the establishment of this Company but also by outsiders such as passengers, &c., unless they bear Government recognition your Excellency's humble Petitioners pray that the Section 8 of Indian Railway Act of 1879, Nos. 12, 15, 16, 17, 18, 19, 20, 22, 29, 30, 31, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 51, 90, 91, 92, 94, 95, 96, 97, 98, 99, 100, 101, 102, 134, 135, 138, 140, 141, 145, 164, 165, 166, 167, 168, 171, 172, 173, 178, 198, 199, 214, 215, 216, 217, 218, 219, 221, 222, and 223, which are made applicable to Railways may be made applicable to the working of this Company (which essentialy resembles a railway) or any other rule or rules, laws or bye-laws such as affect the conduct of Railway servants and Passengers by making amenable to the law such of this Company's servants or others who may act in opposition to the interests of this Company.

Petitioners further urge upon your Excellency's favorable consideration that your Excellency's considerate Government will be pleased to grant the privilege to this Company of cutting firewood from Government Forests for fuel for the use of this Companys Canal Steamers on the same terms as granted to Railway Companies.

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SAIDAPET,
Dated 2d August 1881.

G M Kazim Ali Nukvy
Managing Director of
The Buckingham Canal Steam Navigation Company.

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PROVISIONAL GOVERNOR OF
FORT ST. GEORGE AND ITS
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Shall ever pray,

G M Kazim Ali Nukvy

SAIDAPET,
Dated 2nd August 1881.

Managing Director of
The Buckingham Canal Steam Navigation Company.

2827

TO,

THE HONORABLE W. HUDLESTON,
PROVISIONAL GOVERNOR OF
FORT ST. GEORGE AND ITS
DEPENDENCIES.

The Humble Petition of G. M. Kazim Ali
Nukvy Sahib and Co.

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Saidapet,
Dated 2nd August 1881.

G M Kazim Ali Nukvy

Managing Director of
The Buckingham Canal Steam Navigation Company.

Memo: No. 602-22-10-

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No. 602 of 22d. Octr./81-

Petitions from G. Md. Hakim Ali Aukoy Sahib & Co. managing Director of the Buckingham Canal Steam Navign. Co. - on the subject of Steam Transport on the Buckingham Canal of Saidapet, 2d. Augt./81-

The Govt. would be glad to know the proposed fares of passengers and the charges for goods at the special rates that the Directors of the Buckingham Canal Steam Navigation Company are prepared to contract for with Govt.-

2- Information as to the daily mileage guaranteed should also be stated.

Sd/ R.H.S.

Secy to Govt.

Despd 22/10/81-

30 29

Memo No: 2547 of 3-11-81.

The undersigned has the honour to request that the Govt may be furnished with a very early reply to this Office Memorandum No 602 dated 22nd October 1881 relative to the proposed rates of fares for passengers & goods and the daily mileage that would be guaranteed by the Buckingham Canal Steam Navigation Company.

(Sd) R.H. Sankey Col. R.E.
Secy to Govt: P.W.D.

To The Managing
Director
B.C.S.N. Coy.

Despd 4-11-81.

Memo No 2548 d/3-11-81.

The undersigned has the honour to request that the Commissioner of Salt Revenue may be called upon for a very early reply to para 3 of G.O. No: 1717 W. d/12th July /81, relative to the conditions on which he would re-commend that the transport of salt on the Buckingham Canal.

(Sd) R H Sankey Col R.E.
Secy to Govt P.W.D.

To
The Secy to Govt
Rev. Deptt.

despd 4-11-81-

~~32~~ 31

Memo No: 2569 d/ 3-11-81.

Copy of note by the Dy C E for Rys: d/ 24.10.81.

Referred, with a copy of the petitions, to the Conservator of Forests for favor of very early opinion as to the seignorage that would be chargeable to the Buckingham Canal Steam Navigation Company for cutting fuel in Govt Forests.

(Sd) R H Sankey Col R.E.
Secy to Govt P.W. Dept.

To the Conservator of Forests:
With Copy of Petition
despd 4-11-81.

TO,

# THE HONORABLE W. HUDLESTON,
# PROVISIONAL GOVERNOR OF
# FORT ST. GEORGE AND ITS
# DEPENDENCIES.

THE HUMBLE PETITION OF G. M. KAZIM ALI
NUKVY SAHIB AND CO.

MOST RESPECTFULLY SHEWETH,

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For which kind concession your Excellency's most humble Petitioners as in duty bound,

Shall ever pray,

SAIDAPET,
Dated 2nd August 1881.

G M Kazim Ali Nukvy
Managing Director of
The Buckingham Canal Steam Navigation Company.

Indexed 4/11

M. C. No ~~4515~~
of 1881
Pr Genl / 6601/81

# ACT No. IV OF 1879.

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PASSED BY THE GOVERNOR-GENERAL OF INDIA IN COUNCIL.

(*Received the assent of the Governor-General on the 13th March 1879.*)

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## THE INDIAN RAILWAY ACT, 1879.

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CONTENTS.

PREAMBLE.

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### CHAPTER I.

### PRELIMINARY.

SECTIONS.
1. Short title.
   Local extent.
   Commencement.
2. Repeal of Acts.
3. Interpretation-clause.
4. Right to use locomotives.

---

### CHAPTER II.

### DUTIES OF THE RAILWAY-ADMINISTRATION.

5. Railway when to be opened.
6. Accidents to be reported.
7. Returns of accidents in course of traffic.

8. General

[PRICE, 3 ANNAS.]

SECTIONS.

8. General rules for working Railway.
   Penalty for breach of rules.
   Notification of rules.
   Power to cancel rules.
9. Copy and translation of Act, &c., to be shown at stations.

---

## CHAPTER III.

### CARRIAGE OF PROPERTY.

10. Special contract limiting liability.
11. No liability for loss of gold, silver, &c., unless value declared and increased charge accepted.
12. No liability for unbooked luggage.
13. Plaintiffs not required to prove negligence.
14. Lien for money due for carriage, &c., of property.
15. Written account of property to be given on demand.
16. Dangerous goods.

---

## CHAPTER IV.

### CARRIAGE OF PASSENGERS.

17. Passengers on payment of fares to be furnished with tickets.
    Tickets to be shown and given up on demand.
18. Fares and tickets at intermediate stations.
    Preferential right of ticket-holders.
    Proviso.
19. Fares to be prepaid.
20. Power to remove persons suffering from infectious disease.

---

## CHAPTER V.

### OFFENCES AND PROCEDURE.

*(A).—Offences by the Railway-Administration.*

21. Penalty for opening Railway in contravention of Section 5.
22. For omitting to report accident.
23. For not sending return of accidents or making rules under Section 8, or exhibiting copy under Section 9.

*(B).—Offences by Railway-servants.*

24. For omitting to give notice of accident.
25. For drunkenness or breach of duty.
26. For endangering the safety of persons.

SECTIONS.

27. For receiving bribes.
    Amendment of Penal Code, Section 161.
28. For compelling passengers to enter carriages already full.

*(C).—Offences by Persons generally.*

29. For not giving account of goods or giving false account.
30. For taking dangerous goods on Railway, or delivering such goods without notice.
31. For travelling without ticket or not showing or delivering up ticket.
32. For evading payment of fare.
    For altering ticket.
33. For entering carriage in motion.
    For riding on the steps.
34. For riding on engine, tender, &c.
35. For smoking.
36. For intoxication or nuisance.
37. For entering carriage or room reserved for females.
38. For obstructing Railway-servant in his duty.
39. For entering carriage already full.
40. For removing signals or injuring carriage, &c.
41. For trespass.
    For refusing to leave on request.
42. For cattle-trespass within Railway-fences.
    For wilfully driving cattle on fenced Railway;
    on unfenced Railway.
    Recovery of fines and payment of compensation.
    Amendment of Act I of 1871, Sections 11 and 26.
43. For opening or not properly shutting gates.
44. For minors obstructing line or throwing stones at train.
45. For wilful act or omission endangering persons on Railway.
46. For rash or negligent act.
47. Disobedience of omnibus, &c., drivers to Railway-servants.

*(D).—Arrest of Offenders.*

48. Arrest for offences punishable under this Act of offender whose name is unknown, &c.
49. Arrest for offences against certain sections.

*(E).—Jurisdiction.*

50. Magistrates having jurisdiction.
    Place of trial.

*(F).—Saving of other Criminal Laws.*

51. Saving of prosecutions under other laws.

## CHAPTER VI.

SECTIONS.

MISCELLANEOUS.

52. Power of Government to make rules as to fences, gates and bars.
53. Power to declare Local Government in respect of any Railway.
54. Power to extend Act to steam-tramways.

SCHEDULES.

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*An Act to consolidate and amend the law relating to Railways in India.*

Preamble. WHEREAS it is expedient to consolidate and amend the law relating to Railways in India; It is hereby enacted as follows:—

## CHAPTER I.

### PRELIMINARY.

Short title. 1. This Act may be called "The Indian Railway Act, 1879:"

Local extent. It extends to the whole of British India and, so far as regards subjects of Her Majesty the Empress of India, to the dominions of Princes and States in India in alliance with Her said Majesty;

Commencement. And it shall come into force on the first day of July 1879.

Repeal of Acts. 2. On and from that day, the Acts specified in the first schedule hereto annexed shall be repealed.

All rules made, notifications published and powers conferred under any of such Acts, or any enactment thereby repealed, shall (so far as they are consistent herewith) be deemed to have been respectively made, published and conferred under this Act.

Nothing in the Carriers Act, 1865, shall apply to carriers by Railway.

Interpretation-clause. 3. In this Act, unless there be something repugnant in the subject or context,—

"Railway." "Railway" means a Railway for the public conveyance of passengers or goods.

It includes—

(a) all land within the fences or other boundary-marks prescribed under Section fifty-two;

(b) all lines of rail, sidings or branches worked over for the purposes of, or in connection with, a Railway;

(c) all stations, offices, warehouses, fixed machinery and other works constructed for the purposes of, or in connection with, a Railway;

(d) all vessels and rafts used for the purposes of carrying on the traffic of a Railway.

In Section four "Railway" includes a Railway under construction, and in the remaining part of this section and in the following sections (namely), six, eight, sixteen, twenty-five, thirty, thirty-three, thirty-four, forty to forty-six (both inclusive), fifty-two and fifty-three, "Railway" includes a Railway under construction and a Railway not used for the public conveyance of passengers or goods:

"Railway-administration." "Railway-administration" means in the case of a Railway worked by Government or a Native State the Manager of such Railway, and in the case of a Railway worked by a Company or private individual such Company or individual:

"Railway-servant." "Railway-servant" means any person employed by a Railway-Administration to perform any function in connection with a Railway, and in Section twenty-five, last clause, Sections twenty-six, twenty-seven, thirty-eight, and forty-two includes any person employed to perform any such function by any other person in execution of a contract into which he has entered with a Railway-Administration.

Right to use locomotives. 4. It shall be lawful, with the previous sanction of the Governor-General in Council, to use on every Railway locomotive engines or other motive power, and carriages and wagons to be drawn or propelled thereby.

## CHAPTER II.

### DUTIES OF THE RAILWAY-ADMINISTRATION.

Railway when to be opened. 5. No Railway or portion or extension of, or addition to, a Railway shall be opened for the public conveyance of passengers until the Railway-Administration has given to the Governor-General in Council notice in writing of the intention of opening the same and until an officer appointed by the Governor-General in Council to inspect such Railway, portion, extension or addition has, after inspection thereof, reported in writing to the Governor-General in Council that in his opinion the opening of the same would not be attended with danger to the public using the same.

Accidents to be reported. 6. Every Railway-Administration shall, within forty-eight hours after the occurrence upon the Railway of—

(a) any accident attended with loss of human life or serious injury to person or property,

(b) any accident of a description usually attended with such loss or injury, and

(c) any accident of any other description which the Governor-General in Council may, from time to time, direct to be notified,

give notice thereof to the Local Government;

and the Station-master nearest to the place at which the accident occurs, or, where there is no Station-master, the officer in charge of the section of the Railway on which the accident occurs, shall without unnecessary delay give notice in writing and may, out of the proceeds of the sale, retain the sum so payable, together with all charges and expenses aforesaid, rendering the surplus, if any, of such proceeds and so much of the property (if any) as remains unsold, to the person entitled thereto;

or such carrier may recover any such sum by suit.

Written account of property to be given on demand.

15. The owner or person having the care of any property which has been carried upon any Railway, or is brought into any station or warehouse for the purpose of being carried upon a Railway, shall, on demand by any Railway-servant appointed in this behalf by the Railway-Administration, deliver to him an exact account in writing signed by such owner or person of the quantity and description of such property.

Dangerous goods.

16. No passenger shall take with him on a Railway, and no person shall deliver or tender for carriage upon any Railway, any dangerous luggage or goods without giving notice of their nature to a Railway-servant, or, in the case of luggage or goods delivered or tendered for carriage, distinctly marking their nature on the outside of the package containing the same.

Any Railway-servant may refuse to carry upon a Railway any luggage or parcel which he suspects to contain dangerous goods, and may require such luggage or parcel to be opened to ascertain the fact previously to carrying the same;

and in case any such luggage or parcel is received for the purpose of being carried upon a Railway, any Railway-servant may stop the transit thereof until he is satisfied as to the nature of its contents.

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## CHAPTER IV.

### CARRIAGE OF PASSENGERS.

Passengers on payment of fares to be furnished with tickets.

17. Every person desirous of travelling on a Railway shall, upon payment of his fare, be furnished with a ticket specifying in English and the principal vernacular language of the district in which the ticket is issued, the class of carriage for which, and the place from and place to which, the fare has been paid, and the amount of such fare;

Tickets to be shown and given up on demand.

and every passenger shall, when required, show his ticket to any Railway-servant duly authorized to examine the same, and shall deliver up such ticket upon demand to any Railway-servant duly authorized to collect tickets.

Fares and tickets at intermediate stations.

18. At the intermediate stations, the fares shall be deemed to be accepted and the tickets furnished only upon condition that there be room in the train for which the tickets are furnished.

Preferential right of ticket-holders.

In case there is not room for all the passengers to whom tickets have been furnished, those who have obtained tickets for the longest distance shall have the preference; and those who have obtained tickets for the same distance shall have the preference according to the order in which they have received their tickets:

Proviso.

Provided that all officers and troops of Her Majesty on duty, and all other persons on the business of the Government who, by virtue of any contract with the Government or, in the case of a Railway worked by Government, of any direction of the Governor-General in Council, are

entitled to be conveyed on a Railway in preference to, or in priority over, the public, shall be entitled to such preference and priority without reference to the distance for which, or the order in which, they have received their tickets.

Any passenger to whom a ticket has been furnished at any station and for whom there is no room shall, on returning the ticket within a reasonable time after its issue, be entitled to have his fare at once refunded.

Fares to be prepaid.

19. Except with the permission of the Railway-Administration or of such officer as it appoints in this behalf, no person shall enter any carriage used on any Railway for the purpose of travelling therein without having first paid his fare and obtained a ticket.

Power to remove persons suffering from infectious disease.

20. Any passenger found suffering from an infectious disease in a Railway carriage or in any place on a Railway may, if his remaining in such carriage or place is likely to spread the infection of such disease, be removed from such carriage or place by any Railway-servant;

any passenger so removed who has paid his proper fare to or at the place at which he is so removed, shall be entitled, on returning his ticket, to have such fare refunded.

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## CHAPTER V.

### OFFENCES AND PROCEDURE.

#### (A).—*Offences by the Railway-Administration.*

Penalty for opening Railway in contravention of Section 5.

21. Any Railway-Administration opening, in contravention of Section five, any Railway, or any portion or extension of, or addition to, a Railway, shall forfeit to Government the sum of one thousand rupees for every day during which the same continues open in contravention of that section.

For omitting to report accident.

22. Any Railway-Administration omitting to give notice as required by Section six, shall forfeit to Government the sum of one hundred rupees for every day during which such omission continues.

For not sending return of accidents or making rules under Section 8, or exhibiting copy under Section 9.

23. Any Railway-Administration failing to deliver any return mentioned in Section seven within fourteen days after the same ought to be delivered, or to make or notify any rules as required by Section eight, or to exhibit any abstract or copy mentioned in Section nine in manner required by that section, shall forfeit to Government the sum of fifty rupees for every day during which such failure continues.

#### (B).—*Offences by Railway-servants.*

For omitting to give notice of accident.

24. Any Station-master or other person omitting to give notice as required by Section six, shall be punished with fine which may extend to fifty rupees.

For drunkenness or breach of duty.

25. Any Railway-servant who is in a state of intoxication whilst actually employed upon a Railway in the discharge of any duty, or

or who negligently omits to perform his duty,
or who performs the same in an improper manner,
shall be punished with fine which may extend to fifty rupees;

or if the duty in any of the cases aforesaid be such that the negligent, omission or improper performance thereof would be likely to endanger the safety of any person travelling or being upon such Railway, such servant shall be punished with imprisonment for a term which may extend to one year, or, with fine, or with both.

For endangering the safety of persons.

26. If any Railway-servant in the discharge of his duty endangers the safety of any person—

(a) by disobeying any general rule sanctioned and published and notified in the manner prescribed by Section eight; or
(b) by disobeying any rule or order not inconsistent with the general rules aforesaid, and which such servant was bound by the terms of his employment to obey, and of which he had notice; or
(c) by any rash or negligent act or omission,

he shall be punished with imprisonment for a term which may extend to three years, or with fine which may extend to five hundred rupees, or with both.

For receiving bribes.

27. Every Railway-servant shall be deemed a "public servant" within the meaning of Sections 161, 162, 163, 164, and 165 of the Indian Penal Code.

Amendment of Penal Code, Section 161.

In the definition of legal remuneration contained in the said Section 161, the word "Government" shall, for the purposes of this section, be deemed to include any employer of a Railway-servant as such.

For compelling passengers to enter carriages already full.

28. Any Railway-servant who compels or attempts to compel any passenger to enter a carriage or compartment containing the maximum number of passengers denoted thereon in accordance with a rule made and notified under Section eight, shall be punished with fine which may extend to one hundred rupees.

### (C).—*Offences by Persons generally.*

For not giving account of goods or giving false account.

29. Any person required under Section fifteen to give an account of the quantity and description of any property who neglects or refuses to give such account,

or who wilfully gives a false account,

shall be punished with fine which may extend to five rupees for every maund (of 3,200 tolahs) of such property; and such fine shall be in addition to any charge to which such property may be liable.

For taking dangerous goods on Railway or delivering such goods without notice.

30. Whoever, in contravention of Section sixteen, takes with him any dangerous goods on a Railway, or delivers or tenders any such goods for the purpose of being carried upon a Railway, shall be punished with fine which may extend to two hundred rupees.

For travelling without ticket or not showing or delivering up ticket.

31. Any passenger travelling on a Railway without a proper ticket or having such a ticket and not showing or delivering up the same when so required under Section seventeen, shall be liable to pay the fare of the class in which he is found travelling, from the place whence the train originally started, unless he can prove that he has travelled a less distance only, in which case he shall be liable to pay the fare of the class aforesaid only from the place whence he has travelled.

Every

Every such fare shall, on application by a Railway-servant to a Magistrate, and on proof of the passenger's liability, be recoverable from such passenger as if it were a fine, and shall, when recovered, be paid to the Railway-Administration.

For evading payment of fare.

32. Any person who defrauds, or attempts to defraud, any carrier by Railway—

(a) by travelling, or attempting to travel, on any Railway without having previously paid his fare;
(b) by riding or attempting to ride in or on a carriage, or by a train, of a higher class than that for which he has paid his fare;
(c) by using or attempting to use a ticket on any day for which such ticket is not available;
(d) by continuing his journey in or upon any carriage beyond the place to which he has paid his fare, without previously paying the fare for the additional distance;

or who, in any other manner whatever, attempts to evade the payment of his fare,

For altering ticket.

or who wilfully alters or defaces his ticket so as to render the date, number or other material portion thereof illegible,

shall be punished with fine which may extend to fifty rupees, and shall also be liable to pay the fare (if any) which he ought to have paid; and such fare shall be recoverable in manner provided by Section thirty-one and shall, when recovered, be paid to the Railway-Administration.

For entering carriage in motion.

33. Any passenger who gets into or upon, or attempts to get into or upon, or quits, or attempts to quit, any carriage upon any Railway, while such carriage is in motion, shall be punished with fine which may extend to twenty rupees;

For riding on the steps.

and any passenger who rides, or attempts to ride, on the steps, or any other part of a carriage, upon any Railway, except on those parts which are intended for the accommodation of passengers,

shall be punished with fine which may extend to fifty rupees.

For riding on engine, tender, &c.

34. Any person who, without the permission of the Railway-Administration, rides or attempts to ride upon any locomotive-engine or tender upon any Railway; or in or upon any vehicle not appropriated to the carriage of passengers,

shall be punished with fine which may extend to one hundred rupees.

For smoking.

35. Any person who, without the consent of his fellow-passengers, if any, in the same compartment, smokes in or upon any Railway-carriage, except in a carriage or compartment specially provided for the purpose, shall be punished with fine which may extend to twenty rupees;

and any person who persists in so smoking (except as aforesaid) after being warned by any Railway-servant to desist may, in addition to incurring the liability above mentioned, be removed by any Railway-servant from any such carriage, and from the premises of the Railway, and where he has paid his fare and obtained a ticket, shall forfeit such fare and ticket.

For intoxication or nuisance.

36. Any person who is in a state of intoxication, or who commits any nuisance or act of indecency in any Railway-carriage, or upon any part of any Railway; or

or who wilfully and without lawful excuse interferes with the comfort of any passenger, or extinguishes any lamp in any Railway-carriage,

shall be punished with fine which may extend to fifty rupees; and may be removed by any Railway-servant from any such carriage, and also from the premises of the Railway, and where he has paid his fare and obtained a ticket, shall forfeit such fare and ticket.

For entering carriage or room reserved for females.

37. If any carriage, compartment, room or place be reserved by the Railway-Administration for the exclusive use of females, any male person who without lawful excuse enters such carriage, compartment, room or place knowing the same to be reserved as aforesaid, or remains therein after having been informed of its having been so reserved, shall be punished with fine which may extend to one hundred rupees,

and may be removed therefrom, and also from the premises of the Railway, by any Railway-servant,

and, where he has paid his fare and obtained a ticket, shall forfeit such fare and ticket.

For obstructing Railway-servant in his duty.

38. Whoever wilfully obstructs or impedes any Railway-servant in the discharge of his duty, shall be punished with fine which may extend to one hundred rupees.

For entering carriage already full.

39. Any passenger wilfully entering a carriage or compartment containing the maximum number of passengers which has been denoted thereon in accordance with a rule made and notified under Section eight, shall be punished with fine which may extend to one hundred rupees.

For removing signals or injuring carriage, &c.

40. Any person who without authority or reasonable excuse makes, alters, shows, hides, removes or extinguishes any signal or light upon any Railway, or upon any engine, carriage, wagon or other vehicle upon a Railway,

or who negligently damages any engine, carriage, wagon or other vehicle belonging to a Railway, or any warehouse, building, machine, fence or other thing so belonging,

or who needlessly interferes with the means of communication provided in any train between the guard and the engine-driver or passengers,

shall be punished with fine which may extend to one hundred rupees.

For trespass.

For refusing to leave on request.

41. Any person who unlawfully enters upon a Railway shall be punished with fine which may extend to twenty rupees; and if any person so entering refuses to leave such Railway on being requested to do so by any Railway-servant, or by any other person on behalf of the Railway-Administration, he shall be punished with fine which may extend to fifty rupees, and may be immediately removed from such Railway by such servant or other person as aforesaid.

For cattle-trespass within Railway-fences.

42. The owner or person in charge of any bulls, cows, bullocks, calves, elephants, camels, buffaloes, horses, mares, geldings, ponies, colts, fillies, mules, asses, pigs, rams, ewes, sheep, lambs, goats and kids straying on any Railway provided with fences suitable for the exclusion of such animals, shall be punished with fine which may extend to ten rupees for each animal, in addition to any amount that may be recovered under the Cattle Trespass Act, 1871.

Whenever

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For wilfully driving cattle on fenced Railway:

Whenever any such animals are wilfully and unlawfully driven, or knowingly and unlawfully permitted to be, on any Railway provided with fences suitable for the exclusion of such animals,

on unfenced Railway.

and whenever any such animals are wilfully driven, or knowingly permitted to be, on any Railway not so provided, otherwise than for the purpose of lawfully crossing the Railway, or for any other lawful purpose,

the person in charge of such animals, or if he cannot be identified, then the owner of the said animals, shall be punished with fine which may extend to fifty rupees for each animal, in addition to any amount that may be recovered under the same Act.

Recovery of fines and payment of compensation.

All fines imposed under this section may, if the convicting Magistrate so direct, be recovered in manner provided by Section twenty-five of the said Cattle Trespass Act, 1871, and may be appropriated in whole or in part in compensation for loss or damage proved to his satisfaction.

Amendment of Act I of 1871, Sections 11 and 26.

The expression "public road" in Sections eleven and twenty-six of the same Act shall be deemed to include a Railway. And any Railway-servant may exercise the powers of seizure provided by the said Section eleven.

For opening or not properly shutting gates.

43. Whoever knowing or having reason to believe that any engine or train is approaching along a Railway opens any gate which the Railway-Administration has set up on either side of the Railway across any road for the use or accommodation of any person, or passes or attempts to pass, or drives or takes, or attempts to drive or take, any vehicle, animal or other thing, across the Railway;

and whoever at any time, in the absence of a gate-keeper, omits to shut and fasten such gate as soon as he and any vehicle, animal or other thing under his charge have passed through the same,

shall be punished with fine which may extend to fifty rupees.

For minors obstructing line or throwing stones at train.

44. Whenever any minor under twelve years of age unlawfully—

(a) places or throws, or attempts to place or throw, upon or across a Railway any wood, stone or other thing, or

(b) removes or displaces, or attempts to remove or displace, any rail, sleeper, spike, key or other thing belonging to the permanent way of a Railway, or

(c) throws or causes to fall, or attempts to throw or cause to fall, against, into or upon any engine, tender, carriage or other vehicle used upon a Railway, any wood, stone or other thing,

such minor shall be deemed guilty of an offence, and the convicting Magistrate may, in his discretion, direct either that the minor, if a male, shall be punished with whipping, or that the father or guardian of the minor shall, within such reasonable time as the Magistrate may fix, execute a bond binding himself, in such penalty as the Magistrate may direct, to prevent the minor from repeating such offence.

The amount of such bond, if forfeited, shall be recoverable as if it were a fine.

Any person neglecting or refusing to execute a bond when required under this section so to do shall be punished with fine which may extend to fifty rupees.

45. Whoever

Account Department.

ORDNANCE OFFICE:
Fort Saint George,
3rd August 1881

For wilful act or omission endangering persons on Railway.

45. Whoever wilfully does any act, or wilfully omits to do what he is legally bound to do, intending by such act or omission to endanger or knowing that he is thereby likely to endanger, the safety of any person travelling or being upon any Railway, shall be punished with transportation (or in the case of an European or American, penal servitude) for a term of not less than seven years or with imprisonment for a term which may extend to ten years.

For rash or negligent act.

46. Whoever rashly or negligently does any act, or omits to do what he is legally bound to do, and such act or omission is likely to endanger the safety of any person travelling or being upon a Railway, shall be punished with imprisonment for a term which may extend to one year, or with fine, or with both.

Disobedience of omnibus, &c., drivers to Railway-servants.

47. Every driver or conductor of an omnibus, carriage or other vehicle shall, while in or upon any station-yard or other premises forming part of a Railway, obey the reasonable directions of any Railway-servant duly authorized in this behalf; and every person offending against this section shall be punished with fine which may extend to twenty rupees.

### (*D*).—*Arrest of Offenders.*

Arrest for offences punishable under this Act of offender whose name is unknown, &c.

48. If any person commits any offence punishable under this Act and there is reason to believe that he will abscond or his name and address are unknown, and he refuses to give his name and address, or there is reason to believe that the name or address given by him is incorrect, any Railway-servant or Police-officer, or any other person whom such Railway-servant or Police-officer may call to his aid, may, without any warrant or written authority, arrest and detain such offender until he can be taken before a Magistrate or give sufficient security for his appearance before such Magistrate, or is otherwise discharged by due course of law.

Arrest for offences against certain sections.

49. Every person committing any offence mentioned in Sections eight, twenty five, twenty-six, thirty-six, thirty-seven, thirty-eight, forty-four, forty-five and forty-six may be arrested without any warrant or written authority by any Railway-servant or Police-officer, or by any other person whom such servant or officer may call to his aid; and every person so arrested shall, without unnecessary delay, be taken before a Magistrate authorized to punish him or to commit him for trial.

### (*E*).—*Jurisdiction.*

Magistrates having jurisdiction.

50. No Magistrate other than a Presidency Magistrate and a Magistrate whose powers are not less than those of a Magistrate of the second class shall try any offence under this Act.

Place of trial.

Any person committing any offence against this Act or the rules made under it, shall be triable for such offence in any place in which he may be found or which the Local Government may, from time to time, notify in this behalf, as well as in any other place in which he might be tried under any law for the time being in force.

Every notification under this section shall be published in the local official Gazette, and a copy thereof shall also be exhibited in some conspicuous place at each of such Railway-stations as the Local Government may direct, so that it may be easily seen and read.

(*F*).—*Saving*

### (*F*).—*Saving of other Criminal Laws.*

Saving of prosecutions under other laws.

51. Nothing in this Act shall be deemed to prevent any person from being arrested, prosecuted or punished under any other law for any act or omission which constitutes an offence against this Act or the rules made under it:

Provided that no person shall be punished twice for the same offence.

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## CHAPTER VI.

### MISCELLANEOUS.

Power of Government to make rules as to fences, gates and bars.

52. The Governor-General in Council, or the Local Government with the previous sanction of the Governor-General in Council, may, from time to time, make rules requiring—

(*a*) that boundary-marks or fences be provided for any Railway or any part thereof, and for roads constructed in connection therewith;

(*b*) that gates or bars be erected at places where any Railway crosses a road on the level; and

(*c*) that persons be employed to open and shut such gates or bars;

and may by such rules determine what kind of fences shall, for the purposes of Section forty-two, be deemed to be suitable for the exclusion of cattle;

and direct that any Railway-Administration wilfully neglecting or violating any rule made under this section, shall forfeit to Government a sum not exceeding five hundred rupees for every such neglect or violation, or, when such neglect or violation is continuous, for every day during which it continues.

Power to declare Local Government in respect of any Railway.

53. The Governor-General in Council may, from time to time by notification in the *Gazette of India,* declare what Government or other Authority shall be deemed to be, for the purposes of this Act, the Local Government in respect of the whole or any part of a Railway.

Power to extend Act to steam-tramways.

54. The Governor-General in Council may, by notification, extend this Act or any portion thereof to any tramway worked by steam.

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## THE FIRST SCHEDULE.

### ACTS REPEALED.

(*See Section 2.*)

| Number and Year. | Title |
|---|---|
| XVIII of 1854 .. | An Act relating to Railways in India. |
| XXXI of 1867 .. | An Act to render penal certain offences committed by servants of Railway Companies. |
| XIII of 1870 .. | An Act to apply the provisions of Act No. XVIII of 1854 to Railways belonging to, or worked by, Government. |
| XXV of 1871 .. | An Act to amend the Railway Act. |

THE

## ACT No. IV of 1879.

### THE SECOND SCHEDULE.

(*See Section* 11.)

(*a*) Gold or silver, coined or uncoined, manufactured or unmanufactured;
(*b*) plated articles;
(*c*) cloths and tissue and lace of which gold or silver forms part;
(*d*) precious stones, jewellery, trinkets;
(*e*) watches, clocks or time-pieces of any description;
(*f*) Government securities;
(*g*) Government stamps;
(*h*) bills of exchange, hundis, promissory notes, bank-notes, orders or other securities for payment of money;
(*i*) maps, writings, title-deeds;
(*j*) paintings, engravings, lithographs, photographs, carvings, sculpture and other works of art;
(*k*) glass, china, marble;
(*l*) silks in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials;
(*m*) shawls;
(*n*) lace;
(*o*) opium;
(*p*) ivory, ebony, sandalwood, sandalwood-oil;
(*q*) musical and scientific instruments.

MADRAS: PRINTED BY R. HILL, AT THE GOVERNMENT PRESS, FORT ST. GEORGE.

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Account Department.

ORDNANCE OFFICE:
Fort Saint George,
3rd August 1881.

No. G/130

From

Major General R. CADELL, C. B.,
Inspector General of Ordnance.

To

The Secretary to Government,
Military Department.
~~Fort Saint George~~.
Ootacamund.

Sir,

With reference to Order of Government No 1717 dated 12th July 1881 in the Public Works Department, (M. O. N. 3932 & 22, [illegible]) I have the honor to state for the information of the Honorable the Governor in Council that as there is no Military Station or Ordnance Depôt on the Buckingham Canal, ~~and~~ there is ~~therefore~~ no likelihood of Stores being despatched by it. Should Regiments or Batteries be at any time sent by the Canal Route a small quantity of Ordnance Stores may accompany them, but the anticipation is so vague that no calculation could be made upon it.

I have the honor to be,
Sir,
Your most obedient Servant,

R Cadell Major Genl: R.A

Inspector General of Ordnance.

## Military {1881} Department.

**No.** 4469.

Pn Encl/6522/19

From

The Inspector General of Ordnance
Fort Saint George.

To

The Secretary to Government,
Military Department,
~~Fort Saint George.~~
Ootacamund.

DATED 3rd } August 1881.
RECEIVED 5 }

No. G/150

Affords information regarding Steam Transport on the Buckingham Canal.—

---

[5th August 1881, No. 1,614.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 5th August 1881.

No. 1,614.

**Read**—the following Proceedings of the Madras Government, Financial Department, dated 25th July 1881, No. 1,356.

*Read*—the following Proceedings of the Madras Government, Public Works Department, dated 12th July 1881, No. 1,717 W.

Read Petition of G. M. KASIM ALI NUKOY and CO., Merchants of Madras, dated July 1881.

Order thereon ———— 12th July 1881, No. 1,717 W., Public Works.

PROPOSALS having been made for the provision, by private agency, of steam transport on the Buckingham canal between Cocanada on the north and Merkanum on the south, it is desired to ascertain what encouragement the various Government departments could give to the enterprise.

2. Inquiry will accordingly be made in the departments under the Chief Secretary, and in the Military and Revenue Departments, as to the quantity of Government stores and salt that might be expected to use improved means of conveyance.

3. The principal traffic would doubtless be in salt, and the Commissioner of Salt Revenue will be called on to report the present amount of tonnage and freight employed, and on what conditions he would recommend that the transport be intrusted to private agency.

4. The Superintending Engineer, First Circle, will report generally on the proposal, and afford information as to the probable quantity of Public Works stores and materials that require conveyance.

(True Extract.)

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

Order thereon, ———— 25th July 1881, No. 1,356, Financial.

COMMUNICATED to the Board of Revenue for report, and to the Inspectors-General of Police and Jails, who will state if this means of communication can be taken advantage of by their departments.

(True Extract.)

(Signed) J. A. DAVIES,
Acting Under Secy.

To the Secretary to the Board of Revenue.
" Inspector-General of Police.
" " " of Jails.
" Collector of Godávari.
" " of Kistna.
" " of Nellore.

**Resolution**—

COMMUNICATED to the Commissioner of Salt Revenue, Superintendent of Stamps, and the Collectors of the Districts upon the line of the canal for report.

(A true Copy and Extract.)

(Signed) E. GIBSON,
Acting Secretary.

To the Commissioner of Salt Revenue.
" Superintendent of Stamps.
" Collector of Godávari.
" " of Kistna.
" " of Nellore.
" " of Chingleput.
" " of Madras.
" " of South Arcot.

Exd. E. C. Shunker.

[5th August 1881, No. 1,614

1881.

# Board of Revenue,

MADRAS.

[illegible]

To

THE COMMISSIONER OF
SALT REVENUE,
&c., &c., &c.

*Printed September 3rd.*

*Received*

PROCEEDINGS, 5TH AUGUST 1881, No. 1,614.

COMMUNICATING to Commissioner of Salt Revenue, Superintendent of Stamps, and Collectors of the Districts upon the line of the canal, for report, Government Order, Public Works Department regarding provision, by private agency, of *steam transport on the Buckingham Canal* between Cocanada and Merkanum.

In Pub 3230 A/81
~~In Pub 2462/81~~

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No. 1419

Circular

PRINCIPAL MEDICAL STOREKEEPER'S OFFICE,
Mint Buildings, Madras,
5th August 1881.

From
THE PRINCIPAL MEDICAL STOREKEEPER,

To
The Secretary to the
Surgeon General
With Govt of Madras.

+ [illegible]

Sir,

I have the honor in reply to your Endorsement No. 4620 of the 1st Instant upon G.O. No. 1717 W. of 12th July 1881 to state that the Medical Stores Annual Indent despatched by Canal to Nellore, Guntoor and Ongole during 1880/81 amounted to 25 packages weighing close on lbs 5,000, whilst those sent by sea to Masulipatam and Cocanada and which can in future be sent by Canal numbered 26 weighing over lbs 3000.

In addition to the above there are a large number of Stations in the Kistna and Godaveri Districts, on, or near the line of the Canal which could for the future be supplied by that channel, and if to the figures given above the supplies to these Hospitals be added the total reaches about 180 Cases weighing close on 20 Tons. it will not therefore be safe to estimate future requirements at less than 200 packages weighing 25 Tons.

I have the honor to be
Sir,
Your most obedt Servt
Robert Drake
Surgeon Major
Offg Pl. Medl. Storekr.

Mil Encl 3/4822 |13

No 0/74.

Ootacamund.
8th August 1881.

From

W. R. Cornish Esqr. F.R.C.S. C.I.E.
Surgeon General with the
Government of Madras

To.

The Secretary to Government
Military department

Sir.

With reference to G.O. No 1717 W. of the 12th July, I have the honor to forward a communication from the Principal Medical Storekeeper, from which it appears that Medical Store packages to the extent of 25 tons weight per annum, would probably be despatched by canal, if arrangements were made for regular and expeditious transit.

I have the honor to be
Sir
Your most obedt Servt

WmCornish
Surgeon General
with the Govt of Madras

Mily: 1881 Departt

From No: 4534

The Surgeon Genera
with the Govt of Mas

No 0/74 B

Pro Mil 4832

Dated 8 } August
Recd 9 }

No

Subject

Report that the Buckingham Canal will be more largely used if transit is regular and expeditious

---

2121

No. 464.

~~Chief~~ Office of the Inspector General of Police,
~~Madras~~ Devala, 8th August 1881.

51

52

From Colonel C. S. Hearn. C. I. E.
~~The~~ Inspector General of Police,

To

The Chief Secretary
to Government
Ootacamund

Sir,

Enclosures.

With reference to G.O. 1356 dated 25 July 1881. Financial Department I have the honor to state that the Annual supplies of Police Stores and clothing for the Nellore Kistna and Godaveri district (amounting to about 4 tons for each district) might be sent viâ the Buckingham Canal provided the rates are more favorable than those of the B. I. S. N. Company and the transport regular and certain.

I have the honor to be
Sir
Your Most Obedt Servant

C Hearn
Inspector General of Polic

Civil (1881) Department.

Buckingham Canal

R. D.
4 AUG 81

From

THE INSPECTOR GENERAL
OF POLICE.

No. 4604.

2121

Dated 8 } August 1881.
Recd. 13 }

No.

SUBJECT.

States that Police Stores & de
ight be sent via Buckingham
al provided the rates are mo
vorable and transport regular &
tain

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NO. 272

GODAVARI DISTRICT,

COLLECTOR'S OFFICE, COCANADA,

14th September 1881
Despd. 15th do —

BOARD'S GEN. REG. No. 6997 OF 1881

From

W. S. Foster Esquire
Collector, Godavari District.

To

E. Gibson Esquire
Secretary to the Board of Revenue,
Madras.

Sir,

I have the honor to acknowledge receipt of the Board's Proceedings No. 1614 dated 5th August 1881.

2. The canal transit may be availed of in getting Government stores from Madras as the rates of freight will, I think, be cheaper than the Government Contract rates on the B. I. S. N. Companys' steamers. Export of stores of any kind from here to the South is of very rare occurrence. Remittances of specie are generally made to Rangoon and Calcutta and never to Madras, as remittances to Madras are always effected by book adjustments by the Branch Bank at Cocanada.

3. The stores received from Madras are generally stationery and printed forms. These may generally be despatched by canal steamers

Except

Except, in very emergent cases, when the B. I. S N Company's steamers. ~~Steamers~~ can be resorted to, as I think the canal steamers take longer times than the B. I. S. N. Company's steamers. Some times I have to apply for the supply of stamps, stationery &ca by wire and get them in the shortest possible time owing to their urgent demand. Stamps are also received from Madras, but I think it will be safer to continue to send them by B. I. S. N. Steamer.

4. I would also propose to use the canal transits for the Post so far as the Post line follows the Canal, some engagements being made with the new Company, perhaps similar to those made with the B. I. S. N. Company.

5 This arrangement would I think effect some saving in the charges of the Postal Department.

6 When the canal communication is temporarily closed for the repairs of the canals, arrangements can be made for the carriage of tappal as at present, as runners can be got at any time at a short notice.

I have the honor to be
Sir
Your Most Obedient Servant

W. Foster
Collect

Rev 23/9

**Godavari.**

Revenue {1881} Department.

BOARD'S GEN. REG. No. 6991 OF 1881

From

The Collector,
Godavari District.

No. 272

Dated 14th }
Despatched 15th } September 1881
Received 23 }

No.

SUBJECT.

Reporting with reference to Board's Proc. No. 1614 of the 5th August 1881, that the canal transit from Madras can be availed of for the purpose of sending supplies and for postal purposes

6991

In Fil 3230 A/81
~~In Fil 2482/81~~

---

General Stamp Office,
Madras, 21st September 1881.

No. 1490

BOARD'S GEN. REG. No. 7000 OF 1881

From,

J. G. Ferrand Esquire,
Superintendent of Stamps
Madras,

To,

E. Gibson Esquire,
Ag: Secretary to the
Board of Revenue.

Sir,

In reply to the Proceedings of the Board dated 5th ultimo and 20th instant, No. 1614 and Mis: No. 8602, I beg to report that improved means of conveyance on the Buckingham Canal is only likely to be made use of by this office to convey stamps to the place of landing nearest to Nellore, now Mootkoor. The annual average quantity sent for the past three years is 17 cases weighing about 2497 lbs. A Police guard is sent with the stamps. The canal has been made use of for this purpose for the past year and the transit charges for stamps, including the guard, from Madras to Mootkoor during that period amounted to Rs. 48.

I have the honor to be
Sir,
your most obedt. Servt.
J G Ferrand
[illegible] Stamps

Mr [illegible] 23/9

Stamp (1881) Department.

From,

The Superintendent
of Stamps,
Madras.

BOARD'S GEN. REG. No 7000 OF 1881

No. 1490

Dated 21st } September 1881.
Recd 22 }
23

No.

Subject.

Reports that improved means of conveyance on the Buckingham Canal is only likely to be made use of by this office to convey stamps to the place of landing nearest to Nellore, now Mootkoor.

R 23-9-81

---

General Stamp Office,
Madras, 22nd September 1881.

No. 1495

BOARD'S GEN. REG. No 7017 OF 1881

From,
J. G. Ferrand Esquire,
Superintendent of Stamps
Madras,

To,
E. Gibson Esquire,
Ag: Secretary to the
Board of Revenue.

Sir,

In continuation of my letter of
yesterday, No. 1490, I beg to report that
improved means of conveyance on the
Buckingham Canal is likely to be m
use of to convey Stationery to Nellor
to the extent of about 62 packages a
=nually, weighing about 125 cwt. Sta
=tionery has been conveyed for the past
two years on the canal to Mootkoor
and thence by land to Nellore at an
average annual cost to Government
for the whole journey of Rupees 147.

2. I take the opportunity of adding
that for the other stations for which
the canal is available, I do not antici=
=pate that, so far as regards the require
=ments either of the Stamp or Stationery
office, steam transport on it will super=
=sede the facilities now afforded by

the

the Steamers of the British India Steam Navigation Company and by the South India Railway.

I have the honor to be,

Sir,

your most obed^t. Serv^t.,

J G Ferrand

Superint^t. of Stamps.

Rec'd [illegible] 28/9

**Superintendent of Stamps.**

Stamp (1881) Department.

From

The Superintendent of Stamps, Madras.

BOARD'S GEN. REG. No 7017 OF 1881

No 1495

Dated 12th
Recd [illegible] September 1881.

No

Subject.

Reports that improved means of conveyance on the Buckingham Canal is likely to be made use of to convey Stationery to Nellore to the extent of about 125 cwt annually

Rec'd 9 81

See Prod 1323 of 4/81
~~Vide Prod 2482~~/81

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No. 381

Chingleput District,
COLLECTOR'S OFFICE,
Camp Gummidipundy ~~SAIDAPET~~, 10th September 1881.
recd 13 do

BOARD'S GEN. REG. No 6823 OF 1881

FROM
J. F. Price Esquire,
COLLECTOR OF THE
CHINGLEPUT DISTRICT.

TO
E. Gibson Esqre &c
~~The~~ SECRETARY TO THE BOARD OF REVENUE,
MADRAS.

SIR,

Adverting to the Proceedings of the Board of Revenue No 1614 dated 5th Ultimo, I have the honor to state, that steam on the Canal would not be of the slightest use to the Revenue Department in this District, as all stations, to which stores &c have to be conveyed, are distant from it and mostly on the line of rail.

2. I may mention that I have recently seen one of the steam transports at work on the Canal, and that I was not at all favourably impressed with its performance.

I have the honor to be,
Sir,
Your most Obedient Servant
Collector

FROM

THE COLLECTOR OF THE

CHINGLEPUT DIST

TO

THE SECRETARY

TO THE BOARD OF REVENUE,

MADRAS.

*Dated* }
*Received* } 183

ENCLOSURES.

**Chingleput.**

FROM

THE COLLECTOR OF THE
CHINGLEPUT DISTRICT,

TO

THE SECRETARY TO the
Board of Revenue
MADRAS.

BOARD'S GEN. REG. No. 6893 OF 1881

Dated 10
Despatched 13 } Septr 1881.
Received 14

No. 381

ENCLOSURE

Stating that steam on the canal would not be of the slightest use to the Revenue Department in the Chingleput Dist.

R 15-9-81

In Fant 3230 of 81

~~In Pal 2432/81~~

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BOARD'S GEN. REG. No. 7308 OF 1881

Correspondence Department.

No. 763

OFFICE OF THE COMMR. OF SALT REVENUE,
Ootacamund
~~Madras~~,

Dated October 4 1881.

From
W. A. Happell Esqre,
~~H. W. BLISS, Esq.,~~
Offg Commissioner of Salt Revenue,
Madras

To
E. Gibson Esqre,
Acting Secretary to the
Board of Revenue,
Madras.

SIR,

In reply to Board's Proceedings No. 1614 dated 5th August, 1881, I have the honour to inform you that about 6000 tons of Salt on an average are conveyed to the Madras Salt Depot from factories along the Northern and Southern sections of the Buckingham Canal, for an average distance of about 16 miles. The rates were this year pies 5·4 from the Southern and pies 5·1 from the Northern Factories, but there is little doubt that in future the rate will not exceed five pies a mile.

2. Most of the drying grounds from which the Salt is conveyed are some distance from the Canal, and the branch Canals which lead to them are not large enough for steam traffic. The Salt would therefore have to be loaded on boats or at present, and taken to the main canal. The boats might then be towed by steamers to the depot, but it is highly improbable that the towing could be done as

ch

cheaply as at present, as no extra hands are employed for that purpose and the ordinary boats crew of two or three men would still be required. The saving of time in so short a distance would be of little consequence. The transport is at present entrusted to private agency, but the loading and unloading are supervised by this Department. I can suggest no other arrangement which would not be most dangerous to the revenue.

3. I am unable to state the quantity of Salt other than that brought to the Madras Depot which is conveyed to its destination by the Canal, but it is not very considerable, as the factories lie along the coast at short intervals, and the demand is mostly from the interior.

I have the honour to be,
Sir,
Your most obedient Servant,

P. Ra[illegible]
Personal Asst
for Offg Commissioner of Salt Revenue

Correspondence Department.
188 .
From
The Commissioner of Salt Revenue,
Madras.
To
Dated } 188
Received }
No.
Enclosure.
Summary.

BOARD'S GEN. REG. No. OF 188

68

188

## Commissioner of Salt Revenue,

From

THE COMMR. OF SALT REVENUE,

Madras,

To

THE SECRETARY TO THE

BOARD OF REVENUE,

Madras.

BOARD'S GEN. REG. No 7308 OF 1881

Dated October 4, 1881.
Despatched
Received 7/10

No. 763

Enclosures

SUBJECT.

Replying to Board's Pro. No. 1614 dated August 5, 1881, calling for a report on the present amount of tonnage & freight employed and the conditions on which the steam transport of Salt on the Buckingham Canal could be entrusted to private agency.

[illegible] 3223 of /81

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No. 374

Madras Collector's Office
15 October 1881.

BOARD'S GEN. REG. No 7583 OF 1881

From
C. A. Galton, Esq.
Ag. Collector of
Madras

To
E. Gibson, Esquire
Ag. Secretary to the
Board of Revenue.

Sir,

With reference to the Board's Proceedings No. 1614 dated 5th August 1881, I have the honour to state that no Government stores are forwarded through the Collector of Madras. I addressed the Master Attendant on the subject and he informs me that Government Stores to the Kistna and Godavery Districts are at present shipped by the B. I. S. N. Company under a Contract which expires ~~by~~ on the 30th April 1884 and which stipulates that all Government stores for Coast ports shall be conveyed by their Steamers. The freight annually payable on such stores amounts to about Rs 3720. No stores are shipped by the Marine Department to Nellore. Until the Contract with the B. I. S. N. Company expires it does not appear that any material encouragement can be given to the enterprise.

I have the honour to be
Sir
Your most obedient

C. A. Galton
Ag. Collector of Madras

R 20/10/81

**Madras.**

BOARD'S GEN. REG. No 583 OF 1881

From

The COLLECTOR of
MADRAS,

To

The SECRETARY to the
BOARD of REVENUE,
MADRAS.

Dated 15 } October 1881.
Despatched
Received 17

No. 374

Enclosure.

SUBJECT.

Submitting the report called for in Board's Proceedings No 1614 dated 5 August 1881 regarding provision by private agency of steam transport on the Buckingham Canal between Cocanada and Kurkammu.

R 20/10/81

Sec Fil 3230 A/81
~~Sec Pub 2482/81~~

---

Memo. 87

From the results of the 2nd and 3rd
Kandamis, the first of those conclu-
sively operated on under Amani an
average of 350 boat loads of fire wood
was despatched to Madras yearly
from Sriharikot. To this must be
added an average of 150 boat loads of
withered wood, making in all a total
average of 500 boat loads or about
13200 Tons of wood.

2. Boats are not of uniform capacity
They vary from 6 to 40 Tons. By "boat load"
is meant therefore, what a standard boat
of 40 tons could hold. However as wood
is classified into several sorts, each
varying in circumference from 1½ to
36 inches, a boat load differs under
each sort according to the respective

circumference of the billets, length being in all 3/4* of a yard. The following shows this distinction, as well as the No of tons that are equal to a boat load of the kind, together with rates of boat-hire.—

## A:

| Sorts of Wood | Circumference of each billet. | No of billets that make up a boat load. | Weight equal in tons. | Boat-hire excluding toll-fee. | | |
|---|---|---|---|---|---|---|
| 1st Sort | From above 36 Inches | 750 | 15 | 31 | 14 | ″ |
| 2d ″ | From 24 to 36 Inches | 1500 | 15 | 31 | 14 | ″ |
| 3d ″ | ″ 15 to 24 ″ | 3000 | 15 | 31 | 14 | ″ |
| 4th ″ | ″ 9 to 15 ″ | 7500 | 18¾ | 28 | 9 | 6 |
| 5th ″ | ″ 5 to 9 ″ | 20000 | 25 | 31 | ″ | 8 |
| 6th ″ | ″ 3 to 5 ″ | 40000 | 18½ | 24 | 9 | 4 |
| 7th ″ | ″ 1½ to 3 ″ | 80000 | 18½ | 25 | - | - |
| 8th Sort in Bundles | 2½ Cubits in Circumference | 400 | 10 | 18 | 12 | ″ |
| | Average | | | | | |

3. The number of billets that are equal to a Ton when weighed and the boat-hire on each ton is given below.

B

## B.

| Sorts | No of billets that are equal to a Ton in weight. | Boat hire on each ton excluding Toll fee. | | |
|---|---|---|---|---|
| 1st Sort | 50 | 2 | 2 | ″ |
| 2d ″ | 100 | 4 | 4 | ″ |
| 3d ″ | 200 | 8 | 8 | ″ |
| 4th ″ | 400 | 1 | 6 | 4 |
| 5th ″ | 800 | 1 | 3 | 10 |
| 6th ″ | 2150 | 1 | 5 | 2 |
| 7th ″ | 4300 | 1 | 5 | 6 |
| 8th Sort in Bundles | 40 | 1 | 14 | ″ |
| Average | — | 2 | 12 | 1 |

4. The total Boat hire incurred at above rates on the average of 500 boat loads or 13200 tons of wood is Rs 9900. The tonnage or toll-fee which is a fixed rate of 4 annas in the ton comes up to Rs 3300.

5. It must be here urged that the quantity of wood shown above in tons is only very approximate, there being no practice at Sriharicot of weighing out wood. The practice is counting - system in pieces or billets and payment of

boat-hire is settled with reference to the number of pieces counted into a boat according to its capacity to hold.

6. The counting-system is pursued even in respect of cutting and carting wood. This cannot be given up for fear of pilferings being easily practised, even if the Steam Company so desire.

(Signed) Somasundrum
Wood Overseer
20-10-81.

(True Copy)

J Grose
Collector.

1101
9th.

Sal. Memo No 7753/81

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No 3791
Rev 1

Nellore
Collector's Office,
21st October 1881.
Despd ditto

BOARD'S CEN.REG.No OF 188

From,
J. Grose, Esquire,
Collector of Nellore

To,
E. Gibson, Esquire,
Asst Secretary to the Board of Revenue, Madras.

Sir,

With reference to Board's Proceedings, No 1614, 5 August 1881, I have the honor to state that we send by Canal to Madras about 13.200 tons of wood yearly at odd times from Sriharikota and about 60 boxes of treasure every month from Nellore, and that we receive packages of Stationery &c from offices in Madras.

2. The traffic in wood is of a peculiar character and I enclose a Memo on the subject by the Wood overseer. As it is bulky it would have been carried

carried in special boats towed by the Steamers and it will have to be delivered at the Firewood Depôt which is on the other side of the place where I understand the Steamers are to stop.

3. Information about the packages of Stationery &c will, no doubt, be supplied by the offices in Madras.

I have the honor to be,
Sir,
Your most obedt Servt.

H.S.

J Grose
Collector

Mos
9/4/6.

BOARD'S GEN. REG. No OF 188

70 69

Rec
w/s 26/10
M/s 1/11

**Nellore.**

1881

Nellore Collector's Office

BOARD'S GEN. REG. No. 7753 OF 1881

From

THE COLLECTOR OF NELLORE,

To

THE SECRETARY TO the Board of Revenue Madras

Dated } 21st October 1881
Despatched }

Received 2/11

No. 3791 Enclosures One

Subject.

With ref. to Bd's Pro. No. 1614 of 5th Augt 1881, reports on the quantity of wood & treasure to be sent to Madras by Canal from this district

R 26-10-81
1-11-81

See Fuel 3230 A/81

~~See Pub 2482/81~~

Rep 3/11

#20

Statement Showing Imports and Exports of Stamps &c in the Kistna District during 1878 to 1880.

| Description of Articles. | Quantity Imports | Quantity Exports | From or to what place. |
|---|---|---|---|
| 1878 Stamps - | Cases 21 | " | From Madras |
| Printed forms - | Boxes 90<br>Packets 10 | " | Do |
| Specie - | " | Boxes 25 or Rs. 200,000 | To Madras. |
| Stationery | Bales 33<br>Cases 2<br>Boxes 22 | " | From Madras. |
| 1879. Stamps | 25 Cases. | " | Do |
| Printed forms - | Boxes 84<br>Packets 6 | " | Do |
| Stationery | Bales 7<br>Cases 10<br>Boxes 14<br>Packets 2 | " | Do |
| 1880 Stamps. | Cases. 29 | " | Do |
| Printed forms. | Boxes - 90<br>Packets 10<br>Cases. 50 | " | Do |
| Specie | " | 45 Boxes or Rs 345,000 | To Madras. |
| Stationery | Bales - 71<br>Cases 8<br>Boxes - 14<br>Packets 1 | | From Madras |

G. Pattinson.
Acting Collector

Kistna District
Collector's Office
Masulipatam
28th October 1881

Appd
27-10-81

A.A

Enclosure in letter No. 2622
of 28th October 1881 from the
Acting Collector, Kistna,
to the Secretary to the
Board of Revenue Madras

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Bd G.R. No 7939/81

Statement showing
Imports and Exports of
Stamps &c. in the Kistna
District during 1878-1880.

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BOARD'S GEN. REG. No. 7939 OF 1881

272

Kistna District, Collector's
Office, Masulipatam,
No. 2622. 28th October 1881

From
A. J. B. Atkinson Esquire,
Acting Collector of Kistna.

To
The Secretary to the
Board of Revenue,
Madras.

Sir,

I have the honor to reply to the Board's Official Memorandum dated 13th October 1881 No 1386 (steam transport on the Buckingham Canal).

2. I do not see how it is possible to state how far Government stores can be sent by canal instead of by steamer unless the Government order what stores shall be so sent. I have, however, had

[illegible]

prepared a paper herewith enclosed - which shows the imports and exports of the following property of Government in 1878 and the two following years.- Specie, printed forms and stationery.- The cost of the carriage of these articles I am unable to give, because the freight was paid at Madras.

3. In addition to Government stores, it is probable that the Local Fund Boards and Municipalities would use the canal for their supplies of stationery &c. but the supply is small in comparison with that which the Government require.

4. In addition to stores direct from

BOARD'S GEN. REG. No OF 188

Madras there would be distribution to the Taluqs which lie along the canal, as well the receipt of money remittances.

I have the honor to be
Sir
Your most obedient Servant

Acting Collector

27-10-79

759

BOARD'S GEN. REG. Nº OF 188

75/74

6/12
[illegible] 4/11

**Kistna.**

1881 Department

BOARD'S GEN. REG. No. 7939 OF 1881

From
The Acting Collector
Kistna District

To
The Secretary to the
Board of Revenue
Madras.

Dated 28th October 1881

Received 2 Novr
No. 2622
Enclosure 1

Reporting on provision by private agency of Steam transport on the Buckingham Canal between Cocanada and Merkanam.

See Prtd 323 d/8/81
See Publ 2492/81

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No. 2776 d/22-11-81.

Govt. of Madras.
P.W.D.
Chepauk 22nd Novr/81

78/76

To
Messrs Binny & Company
Agents B I S N Co.

Gentlemen

I have the honor to request that you will be good enough to furnish this office at your early convenience, with a Statement showing the rates for goods and passengers by the Company's steamers from this Port to Cocanada

I have &c
(Sd) R. T.
Dy Chief Engr &
Under Secy.

Despd
22/11/81

E No 2776 d/22-11-81

Indexed 22/11

TO,

THE HONORABLE W. HUDLESTON,
PROVISIONAL GOVERNOR OF
FORT ST. GEORGE AND ITS
DEPENDENCIES.

The Humble Petition of G. M. Kazim Ali
Nukvy Sahib and Co.

Most Respectfully Sheweth,

That, as your Petitioners have formed a Company to facilitate what were hitherto to the Public long and tedious journeys to and from the several countries situated throughout the course of the Buckingham Canal and its branches, by connecting these remote northern districts with the Metropolis of this Presidency by means of steam boats, they necessarily require some pieces of land on the banks of the Canal for the purpose of opening out stations for the booking of Passengers and Cargo.

Your Excellency's Petitioners intend therefore to open out, for the present, stations in the following principal towns which are traversed by the Buckingham Canal viz. Madras, Ennore, Pulicat, Royadonum, Kazba, Dugrajapatam, Moothookoor, Ramiahpatam, Pethaganjam, Chabole, Codoor, Eskapully, Woollapaliam, Bezwadah, Ellore, Rajamundry and Coconada and to enable them to open out these stations your Excellency's Petitioners beg that sanction may be granted. Your Excellency's humble Petitioners venture to hope that your Excellency's auspicious Government will favorably consider the nature of Petitioner's request, which is for the comfort and convenience of the Travelling Public and for the safety of their goods, besides which, these lands are Government waste, and the boon they seek if granted will be an encouragement to native industry, and will tend to promote the well being of this Company. For which kind concession,

Your Excellency's most humble Petitioners, as in duty bound,

Shall ever pray.

Saidapet,
Dated 2d August 1881.

G M Kazim Ali Nukvy

Managing Director of
The Buckingham Canal Steam Navigation Company.

P. W. C. No 4515/6

Recd 9 Aug. 81

78

TO,

THE HONORABLE W. HUDLESTON,
PROVISIONAL GOVERNOR OF
FORT ST. GEORGE AND ITS
DEPENDENCIES.

THE HUMBLE PETITION OF G. M. KAZIM ALI
NUKVY SAHIB AND CO.

MOST RESPECTFULLY SHEWETH,

That as it is intended by the Projectors of this Scheme to run trains of boats up and down the Canal to the entire length of about 500 Miles freighted with both Passengers and cargo Petitioners find that it will be absolutely necessary to maintain a large establishment for the efficient working of their scheme. For ensuring propriety and regularity in the working, of their establishment, especially of the mechanical branch of that establishment, it will be necessary for rules and restrictions being laid down for the maintenance of discipline a breach of which becoming amenable to the law. And as these rules and restrictions will be treated with levity not only by the members of the establishment of this Company but also by outsiders such as passengers, &c., unless they bear Government recognition your Excellency's humble Petitioners pray that the Section 8 of Indian Railway Act of 1879, Nos. 12, 15, 16, 17, 18, 19, 20, 22, 29, 30, 31, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 51, 90, 91, 92, 94, 95, 96, 97, 98, 99, 100, 101, 102, 134, 135, 138, 140, 141, 145, 164, 165, 166, 167. 168, 171, 172, 173, 178, 198, 199, 214, 215, 216, 217, 218, 219, 221, 222, and 223, which are made applicable to Railways may be made applicable to the working of this Company (which essentialy resembles a railway) or any other rule or rules, laws or bye-laws such as affect the conduct of Railway servants and Passengers by making amenable to the law such of this Company's servants or others who may act in opposition to the interests of this Company.

Petitioners further urge upon your Excellency's favorable consideration that your Excellency's considerate Government will be pleased to grant the privilege to this Company of cutting firewood from Government Forests for fuel for the use of this Companys Canal Steamers on the same terms as granted to Railway Companies.

For which kind concession your Excellency's most humble Petitioners as in duty bound,

Shall ever pray.

SAIDAPET,
Dated 2nd August 1881.

G. M. Kazim Ali Nukvy
Managing Director of
The Buckingham Canal Steam Navigation Company.

P. W. C. No. 4514(

Recd: 9 Aug 81

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2 Petition from Managing director of Buckingham Canal.

79

Dated 2nd August

---

TRANSFERRED to the Secretary to Government, P. W. Department.

(By order.)

A Kenney Herbert Major
Military Secretary.

GOVERNMENT HOUSE,
Ootacamund
11th August 1881.

Copies of
P. W. C. No. 4514 & 4515
(1881) DEPARTMENT.

From

THE Mily SECRETARY
TO THE ~~[illegible]~~ HON. THE GOVERNOR,

To

The SECRETARY TO GOVERNMENT,
P. W. DEPARTMENT.

Dated 10th } Aug 1881
Recd.

ENCLOSURE.

Subject.

Transferring two petitions from ~~the~~ managing director of Buckingham Canal.

C A W

Already disposed under
11/8

[illegible] with the [illegible]

---

P. W. D.

No. 362

Petitions from Managing Director of the Buckingham Canal Steam Navigation Company

Referred to the Superintending Engineer 1st Circle for very early report in communication with the Executive Engineer, Buckingham Canal - And in continuation of para: 4 of G.O. 1717 W, dated 12th July 1881, the report called for in which should be expedited

Sd/ R. H. Sankey
Colonel R. E.
Chief Engineer
P. W. D.

Ootacamund }
10th August 1881 }

To

The Superintending Engineer
1st Circle.

with Petitions despd. from this office 10/8/81.

Memo No. 362 d/10th

---

No. 1496 8\

Executive Engineer

OFFICE OF THE ~~SUPERINTENDENT OF WORKS~~,

BUCKINGHAM CANAL,

Chepauk 16th August 1881.

From

Executive Engineer

THE ~~SUPERINTENDENT OF WORKS~~,

BUCKINGHAM CANAL,

To

THE Chief Engineer

Public Works Department

Madras.

SIR,

Enclosures 2

With reference to your No. 362 dated 10th instant relative to the provision of Stations along the Buckingham Canal for the use of the Buckingham Canal Steam Navigation Company, and which was referred to me in the absence of the Superintending Engineer of the Circle on tour in the Nellore District, I have the honor to state that it appears to me unnecessary to meet the requirements of the promoters of the Company in any more direct manner than is

recognised

recognised upon the Godavery and Kistna Canals.

2. I assume that the Company propose running their Steamers for two distinct purposes, one, a quick Service for passenger traffic, and the other, a slower Service for towage of goods and merchandise.

3. The custom obtaining in the Godavery and Kistna Canals is very simple, and consists, in the case of passenger traffic, in taking up passengers along the Canal at any point where they may wish to embark. As far as goods are concerned, these are collected in Store sheds built on private or rented Govt. land outside altogether of the Canal banks, and the boats that lie to at the points where these accumulations may happen to be, are loaded in the usual manner by coolies.

4. There is no waste land attached to the Canal except at the Stations of Kottapatam & Eskapally where land was taken up for Overseers & Toll sheds and for rest houses, but they lie unfortunately on the east side of the Canal and are not suited for storing merchandise brought from the interior.

5. So that any arrangements the Directors of the Company may wish to make regarding stations & Store sheds can be made independently of the Officers of this Department, provided always, that no interference with the Canal banks or berms be allowed. Lay-to Basins may be excavated by the company at the stations denoted by them in their petition, but nothing that can, in any way interfere with facilities for towing should be permitted.

6. As regards the extension of the provis of the Indian Railway Act of 1879 to the Steam Boat Company, I regret to say I am unable to offer an opinion.

I have the honor to be
Sir
Your most obedient Servant
Major R.E.
Executive Engineer Buckingham Canal

P.W.C. No. 4551

From
~~THE SUPERINTENDENT OF WORKS~~ Executive Engineer
BUCKINGHAM CANAL,

To
THE Chief Engineer
P.W.D.

Dated 16th August 1881
Recd. 17

No. 1496

ENCLOSURE. 2.

Stations along the Buckingham Canal for the use of the B. Canal Steam Navigation Company

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Reports on the Petition of the managing Director of the Company regarding provision of

Sent Buck. 25-8-81
Co. 17-8-81. [illegible]

---

Transport

No. 4467. 83

Government of Madras.

MILITARY DEPARTMENT.

Ootacamund, the 20th August 1881.

Read the following O.G. P.W.D. No. 1717 W. dated 12th July /81 directing that enquiry be made as to the quantity of Government Stores requiring transport on the Buckingham Canal.

From the Inspector General of Ordnance No. 150 G. dated 3rd August 1881

From the Surgeon General with the Government of Madras, No. $\frac{0}{74}$, dated 8th August 1881.

From the Commissary Genl No. 4237 dated 15th August 1881

From the Supdt. Army Clothing No. 55, dated 15th August 1881.

From the Quarter Master General, No. 1051, dated 18th August 1881

---

Ordered that the foregoing replies be transferred to the Public Works Department.

(True Extract)

Colonel
A. Secy. to Government.

To
The Public Works Department.

4049

P. R. C. No 4812

E-9

Recd. 23 Aug: 61

Return showing the number of Native Details, Recruiting parties &ca provided with passages by the Canal from Madras to stations in the Northern District from April 1880, to March 1881.—

| Stations | Native Commissioned & Non commissioned officers Rank and file Hospl. Assistant | Wives of — Dº — | Children of — Dº — over 12 years | Children of — Dº — between 12 & 3 years 2 Children as one adult | Children — Dº — under 3 years Children as one adult | Total number of adults | Rate per adult Rs | as. | P. | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| Samulcottah | 46 | " | " | " | " | 46 | 3 | 12 | " | These totals, are made up of various parties proceeding on Recruiting service, on and from sick leave, and to join their Pension stations. |
| Rajahmundry | 89 | " | " | " | " | 89 | 3 | 8 | " | During the past year viz between 1st April 1880 to 31st March 1881, an unusual number, of passages for Men proceeding on sick leave have been furnished by this route. |
| Ellore | 10 | " | " | " | " | 10 | 2 | 14 | " | These Men belong chiefly to Regiments lately employed in Rumpa.— |
| Masulipatam | 20 | " | " | " | " | 20 | 2 | 14 | " | |
| Bezwadda | 4 | " | " | " | " | 4 | 2 | 12 | " | |
| Nellore | 8 | " | " | " | " | 8 | 1 | " | " | |
| Coconada | 7 | " | " | " | " | 7 | 3 | 10 | " | |
| Chabole | 3 | " | " | " | " | 3 | 2 | 12 | " | |
| Kottapatam | 2 | " | " | " | " | 2 | 1 | 10 | " | |
| Ferringydibbey | 26 | " | " | " | " | 26 | 2 | 4 | " | |
| Dowlaishveram | 3 | " | " | " | " | 3 | 3 | 8 | " | |

Quarter Master Generals Department
Centre District
Fort Saint George 12th August 1881.

L. H. Eyre Major
Dy. Asst. Quartermaster General
Centre District

Return showing the actual strength of the Detachment Body Guard, and Family Guard and Families of Native Troops supplied with Canal passage between March 1880 and April 1881.

| From | To | Corps | European officers | Native officers | Hospital Assistant | Native N. C. O. and rank and file | Recruit boys | Pension boys | Wives of all ranks | Children of do. Over 12 years | Children of do. Between 12 & 3 years | Children of do. Under 3 years | Guardians of Recruit & Pension boys | Public & Private followers | Horses & Bullocks | Cost of passage Rs | as | P. | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ettapatam | Madras | Det. Body Guard | 1 | 2 | 1 | 47 | .. | .. | .. | .. | .. | .. | .. | 86 | 50 | 2965 | 6 | 5 | 49 Horses 1. Bullock |
| Madras | Samulcottah | Family Guard & Families 32nd Regiment N. I. | .. | 1 | 1 | 25 | 16 | 23 | 193 | 29 | 184 | 48 | 41 | 4 | .. | 1966 | .. | .. | |
| Nellore | Madras | Family Guard and Families 13th Regiment N. Infantry | .. | .. | .. | .. | .. | .. | 3 | .. | 2 | 1 | .. | .. | .. | 377 | 13 | .. | |
| Ellore | do. | | .. | .. | .. | .. | .. | .. | 9 | 1 | 5 | 4 | .. | .. | .. | | | | |
| Masulipatam | do. | | .. | .. | .. | .. | .. | .. | 6 | 1 | 3 | 1 | .. | .. | .. | | | | |
| Rajahmundry | do. | | .. | .. | .. | .. | .. | .. | 5 | 1 | 6 | 3 | .. | .. | .. | | | | |
| Cocanada | do. | | .. | .. | 1 | 5 | .. | .. | 34 | 10 | 23 | 9 | .. | 1 | .. | | | | |
| Rajahmundry<br>Peddaganjam | Ellore<br>Madras | Family guard & families 41st Regiment N. I. | .. | 1 | 1 | 13 | 22 | 27 | 193 | 57 | 178 | 18 | 50 | .. | .. | 1652 | 12 | 6. | The party marched from Ellore to Peddaganjam the Canal having been closed for repair. |

Quartermaster Generals Department
Centre District
Fort Saint George 12th August 1881.

E. H. Eyre – Major
Dy. Assistant Quartermaster General
Centre District

In D[illegible] 756

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Quartermaster General's Department,
Centre District,

No. G/143

Fort St. George, 12th August 1881

From

Colonel A. R. Gloag 89
~~Brigadier General R. C. Stewart~~,
Commanding Centre District.

To

The Quarter Master General
Fort Saint George.

Sir

With reference to your endorsement No. 5005 of the 26th July 1881 on Q. G. No. 3932 dated the 22nd July 1881 I have the honor to forward the enclosed Return shewing the probable number of Native Troops for whom passage by Canal may be required in one year. — In this Return the Detachment Body Guard, Families of the 32nd, 13th, and 41st Regiments M. N. I. which were moved by Canal between March 1880 and April 1881 have not been included, as these movements were exceptional. — A Separate Return shewing the actual Strength of these details and Cost of their passage is also appended for your information. —

II. — With reference to para II of your endorsement, I have to point out that

Canal

Canal passage is Cheaper than the sea passage by the B. I. S. N. Co's Steamers without Calculating boat hire for embarking on, and disembarking from Steamers.—

III.— Boat hire incurred for embarking or disembarking details Cannot however well be taken into account in Comparing the relative Cost by sea or Canal, as a boat is employed for the embarkation and disembarkation of one, or fifteen men as the case may be, the rate per head therefore differs according to the numbers proceeding at any one time.—

IV. In the rate Charged by the Contractor for Canal passage, two Children between 12 and 3 years, and four Children under 3 years of age are reckoned as an adult.—

V Under the present rates, details and their families proceeding by Canal, are allowed only such accommodation as is granted to other passengers but if Tenders are invited for the supply of boats on Contract, and accommodation is furnished on the scale decided by the Committee, and approved of by Government in its order No. 6271 of the 6th October 1880, the rate for each passenger will probably

probably be considerably higher than that now Charged by the Contractor, and may equal or exceed that of a sea passage.—

I have the honor to be
Sir
Your Obedient Servant
A. R. Gloag Colonel
Commanding Centre District

1Hk.

No. Encl / 4/22 /81

~~Forwards.~~ with remarks Return shewing the probable number of Native Troops for whom passage by canal may be required in one year

6754

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Passages
Canals.

QUARTERMASTER-GENERAL'S OFFICE,
Head Quarters,
Ootacamund, 18th August 1881.

No. 1051.

From
Brigadier General H. O'Connell,
QUARTERMASTER-GENERAL,

To
The Secretary to Government,
Military Department.

SIR,

O.G. No. 3932 dated 22d July 1881.
Memo: from Secy: to Govt:, Mily: Dept: No. 4272 dated 10th August 1881.

With reference to the documents as per margin, I have the honor, by order, to forward letter No. 143 dated 12th Instant from the Officer Commanding Centre District, with two enclosures, regarding the probable number of Native Troops for whom passage may be required in one year, by the Buckingham Canal. –.

2. The enclosures consist of two Returns, one of the movements by the Canal of Troops and families in 1880-81, and the other of the number of drafts. The movement of Families, of regiments that have proceeded on Foreign Service, or that have returned therefrom, may be taken as part of the ordinary movements by Canal, to the extent of a portion of the

families

milies of one regiment per Annum - This, with drafts, would make the probable average number moving by Canal per Annum to be 350 Men, 200 Women and 300 Children.-

3. The cost of transport by Steam on the Canal, will have to be contrasted with the present cost of moving by Sea along the Coast.-

I have the honor to be,
Sir,
Your Obedient Servant,
J T G Connell Brigr Genl.
Quarter Master General.

R.A.C.

5 [illegible] of the [illegible] on this
[illegible]

Mily: 1881. Dept

No. 4705

From

the Q. Mr. General

By Emb 6/4/9[illegible]

To the Secy: to Govt:

Mily: Dept

---

D/ 18th }
R/ 19th } August

Enclos: 3

No. 1051

Forwards letter from O.C. Centre Dt (with 2 Returns) regarding the probable No. of Native Troops for whom passage may be required in 1 year by the Buckingham Canal.—

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93

Army Clothing Department,
Madras, 15th August 1881.

No. 55

From

THE SUPERINTENDENT, ARMY CLOTHING,
Madras,

To

THE SECRETARY TO GOVERNMENT,
MILITARY DEPARTMENT,
~~Fort St. George.~~
Ootacamund

SIR,

I have the honor to acknowledge receipt of your No. 3932 of 22nd July 1881 and to state that the Stores of this Department are never sent by the Buckingham Canal, as there are no military stations on or near any part of it.—

I have the honor to be,
Sir,
Your most obedt. Servant,
Colonel
Ag Superintendent
[illegible] – Army Clothing

L.C.

Military 1881 Deptt

No: 4726

From

THE SUPERINTENDENT,
ARMY CLOTHING,
*Madras,*

To

THE SECRETARY TO GOVERNMENT,
MILITARY DEPARTMENT,
*Fort Saint George,*

Dated 15th August 1881.
Received 18th

No. 55

ENCLOSURES. nil

*Subject.*

Stating that no stor
are sent from this Depa
by the Buckingha
canal

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Commissary General's Office
Madras 15th August 1881.

No. 4237

From,
Colonel R. A. Moore
Offg: Commissary General
Madras.

To,
The Secretary to Government,
Military Department,
Ootacamund.

D 3932/27-7-81

Sir,

Referring to O.G. No. 1717 W dated 12th July 1881. I have the honor to report for the information of Government that the annual quantity of stores which might be despatched by the Buckingham Canal is as follows.

Medical stores 25 Tons

Commissariat stores 13½ Tons

I beg however to point out that the nearest Commissariat station is Vizagapatam, and that if stores are sent by the Canal to Rajahmundry an agent must be stationed there to receive the goods and to hire Carts

to

to forward them on.

I have the honor to be,

Sir,

Your Most obedient Servant

Colonel

For. Ag Commissary General

MJ

Military 1881 Departt

From. No: 4724.

Colonel R. A. Moore
Offg: Commissary Genl
Madras

To.

Pr July
[illegible]

The Secretary to Government
Military Department
Ootacamund

No 4237

Dated 15th } August 1881
Recd 18th }

Enclosures

Reports the annual quantity of Stores which will be sent by the Buckingham Canal to the Northern Posts.

---

27

No 157

22/8

Ootacamund 25th August 1881

From
Lt Colonel T. E. Tennant
Inspector General of Jails

To
The Honble R. Davidson C.S.I
Chief Secretary to Government
Ootacamund

Sir

I have the honor, with reference to G.O. 25th July 1881 No 1356 F.D. to state that the means of steam transport on the Buckingham Canal might be usefully taken advantage of for the conveyance of stores &c from Madras to the jails at Nellore, Guntoor and Rajahmundry, but whether such means of transport will be more economical than the present system of sending by steamer or Cart I am unable at present to say without more information as to the rate of freight to be charged by the Company.

2. With regard to the conveyance of prisoners much will depend upon the rate of speed and the scale of charges. For obvious reasons it is undesirable to allow prisoners to be longer than absolutely necessary in transit from one jail to another and the most expeditious route is generally taken.

3. The district jail at Guntoor is situated in the circle of the Rajahmundry central jail. Prisoners are marched from Guntoor to

Bezwada and from thence are conveyed by Canal boats to Rajahmundry. Transfers from Nellore in the ordinary routine are made to Vellore. The prisoners marching to Tripetty from whence they travel by rail to Vellore. If however the central jail at Vellore is full transfers are then made to Rajahmundry.

4 From enquiries made by the Superintendent of the Nellore jail it has been ascertained that top-boats varying from nine to ten tons can be procured at Mootookoor for Rupees 25 to 30 as far as Pedda Ganjam (100 miles) beyond which point if further arrangements for transport have

to be made. These boats are calculated to afford accommodation for three souls per unit of tonnage.

5. A Radhoree boat if procurable would accommodate about 50 persons and would go all the way from Nellore (Mootookoor) to Rajahmundry, 250 miles, for Rupees 100 to 150. To obtain one of these boats at least ten days or a fortnight's notice is required. Such a boat will probably take ten days to reach its destination.

6. There can hardly be a doubt that the vessels of the proposed Steam boat Company would afford a more economical and very much more rapid and convenient means of transport and if satisfactory arrangements can be made I propose to transfer the Nellore jail from the Vellore circle to that of the Rajahmundry Central jail.

7. Without details as to the proposed rate of speed of the Company's Steamers and the scale of charges, I am unable to give a more definite reply to the order of Government but I presume that the boats would do the distance from Nellore to Rajahmundry in two or three days and that the charge for a large number of prisoners would not exceed Rupees 2 per head.

I

I have the honor to be
Sir
Your most Obedient Servant
J E Tennant
Inspector General of Jails

P.W.D. Cno 5008.

No. 1479

Transferred to the Public Works Department.

R. Chandler
Chief Secy.

29/8

Ootacamund
31 August 1881

Public
~~Jail~~ (1881) Department.
(Buckingham Canal)

From
THE INSPR.-GENERAL OF JAILS,

To
THE CHIEF SECRETARY TO GOVT.,
~~Fort St. George.~~
Ootacamund

Dated 25th } August 1881.
Received 26 }

CURRENT No. 2278

No. 157.

ENCLOSURE.

*Subject.*

Reports on the means of steam transport on the Buckingham Canal.

Complete R.F. 31.8

---

No. 1124.

Supdg. Engr's. Office 1st C.
Chepauk 8th Aug 1881.

From,
Lt. Col. H. L. Prendergast R.E.
Superintending Engineer
1st Circle

To,
The Chief Engineer
P.W.D.
Madras

Sir, 101

With reference to para 4 of G.O. No. 1717 W dated 12th July 1881. I have the honour to report that the introduction of steam transport on the Buckingham Canal will not much affect or be affected by the P.W. Department.

2. Stone and building materials will be carried on the Canal only to a trifling amount for the Buckingham Canal Division; and the Superintendent of the P.W. Stores calculates that the probable quantity of P.W. Stores requiring conveyance is not more than about 50 Tons annually.

I have the honor to be
Sir,
Your most obet. servant
H. L. Prendergast Lt. Col. R.E.
Supdg. Engineer 1st Circle

G. O. No 1717 W D/ 12 July 1881

From P. W. C. No 4501

The Supdg Engineer
1st Circle

To

The Chief Engineer
P.W.D.
Madras

D/ 8th August 1881

Recd. 9th — "

No 1124

Steam transport on the Buckingham Canal

Reporting on the —

Complete R.S. 10/8

Sent back 25-8-81
C. 9. 8. 81 [illegible]

---

CURRENT No. ~~2482~~ 3230A

# Proceedings of the Board of Revenue,

Dated 19th November 1881. 102

No. 2882 ~~Miscellaneous.~~

READ again the Proceedings of the Board of Revenue, dated 5th August 1881, No 1614

Read the following replies from the Collectors to the above:—

from the Collector of Godavari, dated 14 September 1881, No 272.

from the Collector of Kistna, dated 28 October 1881, No 2622

from the Collector of Nellore dated 21 October 1881 No 3791

from the Collector of Madras, dated 15 October 1881, No 374

from the Collector of Chingleput, dated 10 September 1881, No 381

from the Superintendent of Stamps, Madras, dated 21 & 22 September 1881, Nos 1490 & 1495.

from the Commissioner of Salt Revenue dated 4 October 1881, No 7637.

Read also G.O. dated 5th November 1881, No. 3153.

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The foregoing papers regarding the proposed provision by private agency of steam transport on the Buckingham Canal will be submitted to Government with reference to G.O.s dated 25 July last No. 1356 F.D. and 27 July No. 1949 R.D.

2. The Collector of Chingleput states that Steam transport would be of no use as far as his district is concerned as the Stations to which Stores are conveyed are situated at a distance from the Canal. The Collector of Madras states that under the contract with the B. I. S. N. Co, which does not expire till the 30 April 1884, Government Stores for Coast ports must be conveyed by their Steamers. The freight annually

payable

payable on such stores amounts to about Rupees 3720. The Collector of Nellor reports that about 13,200 tons of wood per annum is conveyed to Madras by the Canal from the Sriharikota jungles besides some treasure & Stationery. The cost of conveyance of wood is about Rupees 9900 exclusive of tolls; it would have to be carried in special boats towed by the Steamers, and delivered at the Depôt in Madras. The Collector of Kistna furnishes a statement showing the number of cases of Stationery, stamps, and specie imported and exported during the last 3 years, but is unable to state the cost of carriage as freight is paid in Madras. The Collector of Godavari states that Specie is never remitted from that district to Madras and that stores of any kind are seldom sent southwards. The stores imported

consist

consist chiefly of Stationery and Stamps. No particulars of the quantities carried are given. He suggests that the Canal should be utilized for the post. No reply has as yet been received from South Arcot. The Superintendent of Stamps and Stationery does not consider that the provision of Steam transport on the canal will supersede the facilities afforded by existing means of conveyance as regards stations other than Nellore, to which the consignments are inconsiderable. The Officiating Commissioner of Salt Revenue gives the tonnage of Salt brought to the Madras Depôt from the Northern & Southern factories at 6,000 tons; the rate of freight may be taken at 5 pies per ton per mile, the average lead being about 16 miles. Mr. Hoppell points out that as the drying grounds are situated at a distance from the canal and the branch canals are not

large

large enough for Steam traffic, the boats will have to be loaded as at present, and that the use of steamers for towing them on the main canal will not effect any saving as the same crew as at present employed will still be required. The existing arrangements for the transport of Salt cannot be altered without danger to the revenue.

3. The result of the reference goes to show that no material assistance to the enterprise can be afforded in the Revenue Department. The principal traffic is in Salt and the Board concur with the Commissioner in considering that no advantage will be gained by the employment of the proposed mode of transport.

(True Extract)

Secretary

To
The Chief Secretary to Government, F. D.
with 8 letters & their encls: in original to be returned, & copy of Board's Pro: 5 Aug 1887, No. 1614.

R

Finl
~~Public~~ (1881). Deptt

**Board of Revenue,**
**MADRAS.**
(Buckingham Canal)

To
The Chief Secretary to
Government F. D.

Current Nos 2121 & 3230A.

No. 1911.

Transferred to the
Public Works Dept.

A Blawson
Chief Secretary

Fort St. George
26th November /81

Recd 22nd November 1881

Proceedings, dated 19 November 1881. ~~Miscellaneous~~
No. 2882

Subject.

Submitting opinion regard-
-ing the proposed provision
by private agency, of steam
transport on the Buckingham
Canal

G.O. - 1325 - 31-10-81
" 1717 W - 12-7-81
C.S. 362 - 10-8-81.
" 363 - 10-8-81
" 602. 22-10-81
" 2548. 3-11-81
" 2549 - 3-11-81
" 2547 - 3-11-81
" 2645 - 11-11-81
" 2725 - 17-11-81
" 2776. 22-11-81
O/R 10307 L - 22-11-81
G.O. - 1124 W (M) - 11-5-81

Cir. 13-12.

With Endorsement

---

No. 68

To,

The Secretary to Government
Public Works Department
Madras

Sir

I have the honor to acknowledge the receipt of yo
Memorandum No 602 dated 22nd October 1881, and to apolog
for not having attended to the same earlier owing to my abs
from Madras arranging for opening traffic on the
Buckingham Canal.

In compliance with the the request contai
in the memo above quoted, I now beg to state that the propos
rate for passengers are for 1st class 15 pies 2nd class 5 pies & 3rd Cla
2 pies per mile per a passenger, and the goods are devided into
3 Classes only Viz Low class, Middle class & High class.
The rates for low class 6 pies per maund per mile Middle cl
10 pies per maund per mile & higher class 18 pies per maun
per mile, for the general public and that of Government a
special rate of 15 percent less than those specified in th
printed forms to follow, will be charged, which I trust
will be satisfactory to the public & Government, these rate
are very low in comparison to Railways.
I further beg to state that I have already appealed to
Government on the 2nd August 1881, begging that certain
sections of the acts and rules passed for Railways will b
made applicable to the Company as it will be observed
that several rules &c in the printed forms have been
based on the same, and will be of much service to the
Company as will be seen by the proposed Guide of the
company which will follow.

I beg to remain
Sir
Your Most Obedient Servant

Saidapet
10th November /81

Managing Director
[illegible] Company

Await reply from
Commr, Salt Rev. &
from the Steam Compy
to last inquiry whether
to the Steamship [illegible]
freely or to [illegible]
they desire to [illegible]
fuel

AAA
11.11.81

C.A.W

File

AHH
11/XII/81

---

No. 2256

107

Executive Engineer
OFFICE OF THE ~~SUPERINTENDENT OF WORKS~~,
BUCKINGHAM CANAL,
Chepauk ~~Camp~~ 23rd November 1881.

From
Executive Engineer
~~THE SUPERINTENDENT OF WORKS~~,
BUCKINGHAM CANAL,

To
THE Chief Engineer
P. W. Department Madras

SIR,

Enclosure.

With reference to your Office Note No. 1030. N. dated 22nd November, I have the honor to draw your attention to G.O. No. 2632 dated 27th April 1880 in the Military Department, and the Order No. 1124 W dated 11th May 1880 in this Department, from which it will be seen that the rates for passengers from Madras to Rajahmundry work out to $3\frac{1}{3}$ pies per mile whilst boats were hired at 3 per ton for goods from Madras to Kottapatam (178 miles), or $4\frac{1}{2}$ rupees including the return journey.

There is no established "merik" among the boatowners, and small demand for

for accommodation at times tends to reduce the rates very considerably. The rates arrived at by Captain Awdry, I consider, represent the state of things as at present very fairly.

On the Godavari Canals Rahadari Boats carry steerage and deck passengers at 3 pies per mile per head, and goods are conveyed at 5 to 6 pies per mile per ton. This custom, I believe, prevails also on the Kistna Canals, but here as in the Godavari the traffic has been well established, & boatowners have been able to establish a scale of charges very well suited to the demand for accommodation.

I have the honor to be
Sir
Your most obedient Servant
RHE Drake-Brockman Major RE
No 48
Executive Engineer, B. Canal

From Executive Engineer

THE ~~SUPERINTENDENT OF WORKS~~,

BUCKINGHAM CANA

To

THE Chief Engineer

P.W. Dept

Madras

Dated 23d November 18

No. 2256

ENCLOSURE. None.

Prevailing charges for goods & passengers carried by the present boats plying on the Buckingham Canal

Report further

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No. 2273

OFFICE OF THE Executive Engineer ~~SUPERINTENDENT OF WORKS~~,

BUCKINGHAM CANAL,

Chepauk ~~Camp~~, 25th November 1881.

From Executive Engineer

THE ~~SUPERINTENDENT OF WORKS~~,

BUCKINGHAM CANAL,

To

THE CHIEF ENGINEER,

PUBLIC WORKS DEPARTMENT,

*Madras.*

SIR,

**Enclosure.**

C. No. 6908

In continuation of my letter No. 2256 dated 23rd instant I have the honor to inform you that upon making further enquiries from the Boatowners plying on the Buckingham Canal that their charges are as follows:-

Passengers 2 pies per mile per passenger

Goods 6 pies per mile per ton

Horses 2 annas per mile per horse

I have the honor to be

Sir,

Your most obedient Servant

Arcedeckne-Butler Major R.E.

Executive Engineer B. Canal

From Executive Engineer

The ~~Superintendent of Works,~~

Buckingham Canal,

To P. W. C. No. 6948

The Chief Engineer,

Public Works Department,

*Madras.*

Dated 25th November 1881.

Recd 28

No. 2273

Enclosure. none.

Charges payable to Boatmen for carrying passengers, goods &c on the Buckingham Canal

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Reports, upon further enquiry, the —

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Office of Conservator of Forests
Madras.

No: 729.
8th November 1881.

111

From
The Conservator of Forests
Madras

To.
Col. R. H. Sankey. R. E.
Secretary to Government
Public Works Department
Madras.

Sir.

Referring to the order in your Department No. 2549 of the 3rd instant, I have the honor to inform you that I can afford you no information until I know what jungles are referred to. I am not aware that the Buckingham Canal runs through any jungles under this Department; the seignorage charged in open forests or jungles under us would be the fixed Government rates, but special rates, i.e. the market value would probably prevail in Government Reserves or plantations. The canal runs, I think, through the Madras, Nellore, and Kistna Districts which are not under this Department.

I have the honor to be,
Sir,
your most obedient Servant
R. H. Beddome Colonel
Conservator of Forests

1881-82

Revenue Department

From
The Consr. of Forests
To, The Secy. to Govt.
D.P.W.
Madras.

Dated 8th } Novr. 81
Recd: } C.E. No. 2645 of 11-11-81
No. 729

(Enclo: Nil)

Subject

Forwarding reply to G.O. D.P.W. No. 2549 dated 3rd Novr. 81 regarding the seigniorage levied on cutting jungles.

Entd. in Receipt Regr

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No. 2645 of 11th Novr. 81

Public Works Department

Memorandum

In continuation of this Office Memorandum No. 2547 dated 3rd Novr. 1881, the Managing Director of the Buckingham Canal Steam Navigation Company is requested to afford ~~our~~ the specific information as to ~~which~~ Government Forests the Company desire to secure the privilege of cutting firewood in.

Colonel R.E.
Secretary to Govt. P.W.D.

To the Managing Director
B.C.S.N. Company

DSW
11/11/81

Memo No 2547 of 3-11-81.
Memo No 2549 of 3-11-81.
Memo No 2548 of 3-11-81.
Memo No 602 of 22-10-81.
Memo No 363 of 10-8-81.
Memo No 362 of 10-8-81.
G.O No 1717 W of 12-7-81.
Indian Ry. act No IV of 1879

O.R. No 2645 of 11-11-

Indexed

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To No 71

The Secretary to Government
Public Works Department
Madras

11-7

Sir

In reply to your memorandum No 2645. 11th Novr/81 I beg to state that the company will, if permission be granted, avail themselves of such forests as are contiguous to the Buckingham Canal in the following localities — Cusbah. Cokapilly Nellore district, Kizampatam Kistna district and from the vicinity of Dowlaishwaram Godavery district. Should however these not meet the approval of Government the Company beg that in the selection of specific forests Government will be pleased to grant such as will facilitate the use of such forests to suit the necessities of the company a distance of ten or twelve miles from the Canal or there abouts being considered favorable to their views.

Madras
14th Novr
1881

I have the honor to be
Sir
Your most obedient Servant
C.M. Ranganatha Nathiya
Managing Director
B. C. S. Boat Company

C.E. No 2645 d/ 11-11-81.
Memo. 2547 d/ 3-11-81.
Memo. 2549 d/ 3-11-81.
Memo. 2548 d/ 3-11-81
Memo No 602 d/ 22-10-81
Memo No 363 d/ 10-8-81
Memo No 362 d/ 10-8-81.
G.O. No 1717 W d/ 12-7-81.

C.E. No 2725 d/ 17 Novem

Copy of the above forwarded to the Conservator of Forests with reference to his letter No 729 d/ 8th Nov 1881 & for favor of furth reply with adverten to this Office No 2549 d/ 3rd Nov 1881

[illegible] C.S.

16/11/81

Des 40
17/11

Despd 18/11

Office of Consr of Forests
25th November 1881.

Office of Consr of Forests
Madras, 25th November 1881

No. 800.

From

The Conservator of Forests
Madras

To

The Secretary to Government
Public Works Department
Fort Saint George

Sir,

With reference to your communication No. 2725 dated 17th Instant forwarding copy of a letter from the Managing Director Buckingham Canal Steam boat Company I have the honor to inform you that the forests referred to in the Nellore and Kistna Districts are not under this Department.

2. There is a reference to Government about our assuming charge of some forests in the latter District but no orders have as yet been passed and the Managing Director had better apply to the Collector in both these Districts

3

3 I should recommend his doing so in Godavari also though we have forests there under the Department in the Badrachellum and Rekapilly Talugs and I am sending the correspondence to our officer there to report if he can supply the Company.

I have the honor to be
Sir
Your obedient Servant
N Campbell Walker Major
For Consr of Forests

P. W. C. No. 6957

From

The Conservator of Forests
Madras.

To

The Secretary to Govt.
Public Works Dept.
Fort St. George

Dated 25th } November 1881
Recd. 28 }

No. 800
No. Enc.

Informing that forests in Nellore and Kistna are not under the Forest Department and recommending that the Managing Director of Buckingham Canal Steam Boat Co. had better apply to the Collrs.

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129

No. 2972.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 28th November 1881.

Read the following letter from H. W. BLISS, Esq., Commissioner of Salt Revenue, to the Secretary to the Board of Revenue, dated Madras, 19th November 1881, No. 9124:—

IN continuation of Mr. Happell's letter, No. 7637, dated 4th October 1881, I have the honor to submit extracts from a report from the Acting Deputy Commissioner of Salt Revenue, Northern Division, on the subject of the proposed employment of steamers for the transport of salt on the Buckingham Canal.

2. We have so increased stocks at the Madras Salt Depôt during the last two favorable years, that they now greatly exceed the quantity at any time in hand for many years past, if not at any previous period, and that our present difficulty is to find room for the storage of next season's produce. I trust therefore it may never again be necessary to import salt into Madras from other districts, and that the only transport in future to be provided for in Chingleput may be that from the factories of the district itself. No Government transport of salt is at all likely to be required in any of the other districts traversed by the canal.

3. The average quantity of salt brought into Madras during the last three years has been 68,662 tons at an average cost of 5·1 pies per mile per ton from the northern and of 5·4 pies per mile per ton from the southern factories, exclusive of the canal tolls; and, as the rate has steadily tended downwards, there is ground for hope that in future it will not exceed 5 pies per ton per mile on the average. The increase, which is, I believe, taking place in the number and tonnage of the boats working on the canal, must in the end, I consider, lead to this result at least, if not to a still lower rate of freight.

4. The question therefore to be considered by the Company, which proposes to establish a steam transport train on the canal, is, can they do the work as cheaply? If so, they should, in my opinion, be given the preference. They will have an opportunity of making the experiment almost at once, as I shall in a few days be calling for tenders for the transport of next season's salt.

5. The Company must remember that the rate of 5 pies per ton per mile must include the provision of small boats to bring the salt from the drying grounds in the interior of the factories, by channels which large boats and steamers cannot navigate, and the cost of its transhipment into larger boats on the main canal. Mr. Spencer evidently feels very doubtful whether they can do the work at the price. But I do not think that he has made anything like a sufficient allowance for the increased speed which could under proper arrangements be attained, nor for the saving which might be effected by the employment of much larger cargo boats than those now in use, which probably average about 25 tons burden. He assumes that a tug would make three trips of 18 miles (and back, I suppose) per week. I should say that a tug cauld do at least double as much, for an average speed of 3 miles an hour could probably be maintained, and if the tugs had full crews they could work by night as well as by day without the least difficulty. In fact, the tugs must work by night if they are to tow passenger boats the whole length of the canal within anything like a reasonable time. Then as to the size of cargo boats, I roughly calculate that a boat 90′ × 13′, which is the maximum size allowed on the canal, would be of about 120 tons. If so, there could be no difficulty in putting 100-ton boats on, each of which would require the same crew only as a 25-ton boat, for they would have nothing

to do but to steer. There would be no need to hire the existing boatmen with their boats, for ordinary coolies could be taught in a week or two how to steer boats in tow of a steamer. There need be no delay at locks, such as Mr. Spencer supposes, for no tug need ever go through a lock. The boats should be hauled through the locks by hand, and be taken in tow on the other side by a tug which would be kept there for the purpose, while the tug which brought them to the lock would return with the boats which she might find waiting there and bound the other way. I do not know what tonnage of boats a good steam tug fitted for use on the canal could tow, but I should say much more than 150 tons—probably nearer double that quantity, if at a low rate of speed. On the whole I should say that if 3½ feet of water is maintained as the minimum depth of the canals about 5 tugs would be amply sufficient to get in the salt at the rate of 20,000 tons per month, which is what is required.

6. My own opinion as to the probability of the transport of salt by steam being found feasible and profitable is therefore much more favorable than Mr. Spencer's; and I should be prepared to recommend that a Company willing to undertake the work, with appliances which appeared adequate, and at a rate of freight not in excess of 5 pies per mile per ton, should at once be granted a contract for three or four years to give them a fair chance of establishing themselves. I do not, however, agree with Messrs. Spencer and Merriman that such a Company should be required to undertake the whole, if any, of the transport. On the contrary, I consider that until steam transport on the canal is proved to be a success, they should not be allowed to undertake the whole of it, or we may have a breakdown in the middle of a season with very serious results. They should at first be given a contract for the transport from one or two factories only, and should not be allowed to take the whole work in hand until some experience had been gained of the way in which they do it, and some facts were on record from which an opinion may be formed of the justice of requiring them to do it for the future, and from other factories, at a still lower rate of freight.

## ENCLOSURE No. 1.

EXTRACT from letter from the Deputy Commissioner of Salt Revenue, Northern Division, No. 1108, dated 11th November 1881.

* * * * * *

4. The matter at issue therefore is merely whether the transport of salt to the Madras Depôt can be more economically effected by steam power than by manual labor or not :—

Upon this question I beg in the first place to draw your attention to the very excellent results attained under the old system this year. Up to this time there had not unfrequently been delay in the earlier part of the storing season owing to the contractor's not putting afloat sufficient tonnage to transport the first scrapings. The Assistant Commissioner, Chingleput, however, contrived this year to force the contractor to comply with the terms of paragraph III of his deed of contract, a copy of which is enclosed. By this means the storage at the Madras Depôt was completed in the second week in September, and would have been done sooner had it not been that considerable delay occurred in unloading to boats owing to difficulties raised by the storing coolies.

5. The Assistant Commissioner, Chingleput, informs me that the average for the last three years of the imports to Madras from the seven factories which supply the depôt is as follows :—

| | | TONS. |
|---|---|---|
| Northern factories... | 1. Kattur ... ... ... ... | 6,791 |
| | 2. Voyalur ... ... ... ... | 9,051 |
| | 3. Pulidiwak ... ... ... ... | 8,037 |
| | 4. Attiput ... ... ... ... | 12,608 |
| | 5. Vallur ... ... ... ... | 13,538 |
| Southern factories... | 6. Vadasamengiri ... ... ... | 2,108 |
| | 7. Covelong ... ... ... ... | 16,529 |
| | Total ... | 68,662 |

The rates per mile at which the boat contractors landed this amount of salt at the depôt were Pies 5·1 for the northern and Pies 5·4 for the southern factories. The total cost to Government of transport of the salt raised in the several factories is as below :—

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120

| Name of Factory. | Amount of Salt transported in Tons. | Rate per Ton per Mile. | Total. RS. | A. | P. |
|---|---|---|---|---|---|
| | | PIES | | | |
| 1. Kattur ... ... | 6,791 | 5·1 | 3,968 | 7 | 10 |
| 2. Voyalur ... ... | 9,051 | 5·1 | 4,327 | 8 | 2 |
| 3. Pulidiwak ... ... | 8,037 | 5·1 | 3,202 | 3 | 10 |
| 4. Attiput ... ... | 12,608 | 5·1 | 4,353 | 11 | 2 |
| 5. Vallur ... ... | 13,538 | 5·1 | 3,955 | 10 | 2 |
| Total ... | 50,025 | ... | 19,807 | 9 | 2 |
| 6. Vadasamangiri ... | 2,108 | 5·4 | 1,126 | 7 | 5 |
| 7. Covelong ... ... | 16,529 | 5·4 | 10,692 | 3 | 2 |
| Total ... | 18,637 | .. | 11,818 | 10 | 7 |
| Grand Total ... | 68,662 | ... | 31,626 | 3 | 9 |

6. The whole of this transport was carried out in boats of burthens varying from 5 to 30 tons, of which the smaller boats were generally propelled by one, and the larger by two, men With these crews the boats were generally taken a trip to the depôt and back within the periods mentioned below :—

| Name of Factory. | Distance from. Depôt. | Length of Trip with 24 hours for delay at either end. |
|---|---|---|
| | MILES. | DAYS. |
| *Northern Factories.* | | |
| Kattur ... ... ... | 22 | 4 |
| Voyalur ... ... ... | 18 | 4 |
| Pulidiwak ... ... ... | 15 | 4 |
| Attiput ... ... ... | 13 | 3 |
| Vallur ... ... ... | 11 | 3 |
| *Southern Factories.* | | |
| Vadasamengiri ... ... | 19 | 4 |
| Covelong ... ... ... | 23 | 4 |

7. I am quite unable to offer an opinion as to what will be the increase of speed (if any) gained by the introduction of tugs similar to the one I saw at Ennore in July last, but I can scarcely expect that it will exceed one-third, taking into consideration the long delays that must occur owing to the arrival of a number of boats at one time at any of the locks, and to the constant running aground and breaking of cables that will take place when a steamer has in tow in a narrow and winding canal half a dozen unwieldy and heavily-laden crafts.

8. If, then, we allow that the Steam Company will do the work in two-third, of the time now taken, they will be able to do the same work within the same time with only two-third, of the tonnage and manual labor now required. I do not think the latter can be still further diminished under the new scheme, unless the Company are prepared to supply their own boats instead of using those now available; for the boats are almost invariably, I believe, the property of the men who propel them and these men will not let their craft, unless their own services are hired at the same time.

9. If this be not the case, a gain of one cooly per large boat employed is all the Company can expect, for, as observed by Mr. Merriman, every boat, large or small, must be steered even when in tow of a tug. Moreover, the one man per large boat that must be allowed under the new scheme will not suffice to bring her from the factory platform to the point in the canal where the tug awaits her, and extra coolies will have to be placed at each factory to assist in propelling her as far as that point.

10. It should also be noted that small boats only can float in the channels of the Pulidiwak and Voyalur factories, and that the canal from Madras to Covelong is so shallow that it has been found advisable to employ mostly 10-ton boats on the southern run. Whether the steamers

which are now contemplated will be able to ply in in so little water, I am of course incompetent to say as no information as to their proposed draught has been furnished me. I trust, however, that you will agree with me that enough has been said to show that beyond enabling the Company to dispense with part of the tonnage and manual labor proportionate to the increase of speed obtained, no saving can be effected from the change proposed. This proportion I have set down at one-third, but it may be greater or less.

11. The Company will therefore be compelled to employ two-thirds of the tonnage and manual labor supplied by the present contractors, and consequently to incur for boats and coolies alone two-thirds of the total expense incurred under the old system. If, therefore, the Company can furnish steam locomotion and skilled labor wherewith to control it within the remaining one-third of the total expense now incurred, there is no objection to changing the present system and handing the transport over to them.

12. Another question to be settled in connection with this matter is the number of tugs required. For this purpose the Assistant Commissioner of Chingleput was called upon to state the maxium amount of salt transported to the depôt during any given month and week within the last three years. He states in answer that between the 5th June and 2nd July last, 21,309 tons and between the 19th and 25th June 5,597 tons were transported to the depôt. He has omitted to give the figures for each factory, but the above figures will suffice for our purpose. From these it will be seen that for four weeks ending the 2nd July last about 5,000 tons were brought weekly to Madras. Supposing that this amount were all transported in 25-ton boats, and that each tug could make within the week three trips of eighteen miles (the average distance of the factories from the depôt, (towing six such boats, it will be seen that it would take eleven tug plying unintermittently to do the work.

13. It has been shown in paragraph 5 that the total freight paid the contractors by Government for the transport of salt to the depôt has, in the last three years, averaged Rs. 31,626-3-9, or say Rs. 31,500. If of this sum we deduct 10 per cent. as profits, the cost to the contractors was Rs. 28,350. As before stated the adoption of steam locomotive power will probably reduce this by one-third, and this one-third, or Rs. 9,450, will have to pay the up-keep of these eleven tugs during a considerable portion at least of the storing season. During the remainder of the season, the Company would have to hold them in readiness to obey the Assistant Commissioner's call at a moment's notice, as it is quite impossible for that officer to predict what tonnage will be required within a few days.

14. Moreover, this department could not find any employment for the steam tugs between October and May, they would have to depend on chance traffic for their employment during seven months in the year.

15. It must, however, be observed that the above remarks will require considerable modifications if it is found that the increase of speed gained is greater than I suppose. To determine what this increase may be, I would venture to suggest that during the next storing season the transport of salt made at Vadasamangiri be, as a tentative measure, effected by steam as suggested, and that the result be carefully observed and reported upon by the Local Officers.

16. In event of your determining to adopt steam locomotion during the coming season, I beg to record my complete concurrence with Mr. Merriman's opinion that the whole transport must be entrusted to the Steamer Company, and that they should be bound by the same conditions as the present contractors, except that the maximum tonnage required from them may be reduced proportionately to the increase of speed gained.

* * * * * * *

(True Extract.)
(Signed) P. RAJARATHNAM,
Personal Asst., *for* Comr. of Salt Rev.

19th November 1881.

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Submitted to Government in continuation of Board's Proceedings, dated 19th November 1881, No. 2882.

2. It will be seen that Mr. Bliss does not share Mr. Happell's views as to the improbability of the conveyance of salt by steam transport proving a success and that he is in favor of giving the Company a trial, if they will undertake the work at a rate of freight not in excess of 5 pies per ton per mile. The average quantity of salt brought into Madras during the last three years has been 68,662 tons and the cost to Government of transport, exclusive of tolls, was Rs. 31,626.

(True Copies and Extract.)
(Signed) C. A. GALTON,
Secretary.

To the Secretary to Government, Revenue Department.
" Commissioner of Salt Revenue.

Exd. A. Grubert.

1881.

# Board of Revenue,

MADRAS.

To

THE SECRETARY TO GOVT.,
REVENUE DEPARTMENT,
&c., &c., &c.

*Printed December 14th.*

*Received*

PROCEEDINGS, 28TH NOV. 1881, No. 2972.

SUBMITTING to Government letter from the Commissioner of Salt Revenue reporting further on the feasibility of utilizing the *steam transport* on the Buckingham Canal for the transport of salt.

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128 Revenue Department

Official Memorandum.

The undersigned is directed to forward the accompanying copy of Board's Proceedings, dated 28: November last, No 2972, and to request that the signed copy of the same submitted to this Department by the Board of Revenue and sent with a D.O. letter to the Secretary to Government in the Public Works Depts: a few days ago, may be returned to this Department, as early as practicable -

Jagannadharow
Registrar

Fort St George,
19. Decr 1881.

To
The First Assistant,
Public Works Depts.

Excd
A1

7326

Regd. 13 Dec 81

## No. 2972.

## Proceedings of the Board of Revenue, dated 28th November 1881.

Read the following letter from H. W. BLISS, Esq., Commissioner of Salt Revenue, to the Secretary to the Board of Revenue, dated Madras, 19th November 1881, No. 9124:—

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3. The average quantity of salt brought into Madras during the last three years has been 68,662 tons at an average cost of 5·1 pies per mile per ton from the northern and of 5·4 pies per mile per ton from the southern factories, exclusive of the canal tolls; and, as the rate has steadily tended downwards, there is ground for hope that in future it will not exceed 5 pies per ton per mile on the average. The increase, which is, I believe, taking place in the number and tonnage of the boats working on the canal, must in the end, I consider, lead to this result at least, if not to a still lower rate of freight.

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5. The Company must remember that the rate of 5 pies per ton per mile must include the provision of small boats to bring the salt from the drying grounds in the interior of the factories, by channels which large boats and steamers cannot navigate, and the cost of its transhipment into larger boats on the main canal. Mr. Spencer evidently feels very doubtful whether they can do the work at the price. But I do not think that he has made anything like a sufficient allowance for the increased speed which could under proper arrangements be attained, nor for the saving which might be effected by the employment of much larger cargo boats than those now in use, which probably average about 25 tons burden. He assumes that a tug would make three trips of 18 miles (and back, I suppose) per week. I should say that a tug cauld do at least double as much, for an average speed of 3 miles an hour could probably be maintained, and if the tugs had full crews they could work by night as well as by day without the least difficulty. In fact, the tugs must work by night if they are to tow passenger boats the whole length of the canal within anything like a reasonable time. Then as to the size of cargo boats, I roughly calculate that a boat 90′ × 13′, which is the maximum size allowed on the canal, would be of about 120 tons. If so, there could be no difficulty in putting 100-ton boats on, each of which would require the same crew only as a 25-ton boat, for they would have nothing

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### Enclosure No. 1.

Extract from letter from the Deputy Commissioner of Salt Revenue, Northern Division, No. 1108, dated 11th November 1881.

* * * * * *

4. The matter at issue therefore is merely whether the transport of salt to the Madras Depôt can be more economically effected by steam power than by manual labor or not:—

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| | | TONS. |
|---|---|---|
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| | 2. Voyalur ... ... ... ... | 9,051 |
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| | 4. Attiput ... ... ... ... | 12,698 |
| | 5. Vallur ... ... ... ... | 13,538 |
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| | 7. Covelong ... ... ... ... | 16,529 |
| | Total ... | 68,662 |

The rates per mile at which the boat contractors landed this amount of salt at the depôt were Pies 5·1 for the northern and Pies 5·4 for the southern factories. The total cost to Government of transport of the salt raised in the several factories is as below:—

---

125

| Name of Factory. | Amount of Salt transported in Tons. | Rate per Ton per Mile. | Total. | | |
|---|---|---|---|---|---|
| | | Pies | RS. | A. | P. |
| 1. Kattur ... ... | 6,791 | 5·1 | 3,968 | 7 | 10 |
| 2. Voyalur ... ... | 9,051 | 5·1 | 4,327 | 8 | 2 |
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| Total ... | 50,025 | ... | 19,807 | 9 | 2 |
| 6. Vadasamangiri ... | 2,108 | 5·4 | 1,126 | 7 | 5 |
| 7. Covelong ... ... | 16,529 | 5·4 | 10,692 | 3 | 2 |
| Total ... | 18,637 | ... | 11,818 | 10 | 7 |
| Grand Total ... | 68,662 | ... | 31,626 | 3 | 9 |

6. The whole of this transport was carried out in boats of burthens varying from 5 to 30 tons, of which the smaller boats were generally propelled by one, and the larger by two, men With these crews the boats were generally taken a trip to the depôt and back within the periods mentioned below:—

| Name of Factory. | Distance from. Depôt. | Length of Trip with 24 hours for delay at either end. |
|---|---|---|
| | MILES. | DAYS. |
| *Northern Factories.* | | |
| Kattur ... ... ... | 22 | 4 |
| Voyalur ... ... ... | 18 | 4 |
| Pulidiwak ... ... ... | 15 | 4 |
| Attiput ... ... ... | 13 | 3 |
| Vallur ... ... ... | 11 | 3 |
| *Southern Factories.* | | |
| Vadasamengiri ... ... | 19 | 4 |
| Covelong ... ... ... | 23 | 4 |

7. I am quite unable to offer an opinion as to what will be the increase of speed (if any) gained by the introduction of tugs similar to the one I saw at Ennore in July last, but I can scarcely expect that it will exceed one-third, taking into consideration the long delays that must occur owing to the arrival of a number of boats at one time at any of the locks, and to the constant running aground and breaking of cables that will take place when a steamer has in tow in a narrow and winding canal half a dozen unvieldy and heavily-laden crafts.

8. If, then, we allow that the Steam Company will do the work in two-third, of the time now taken, they will be able to do the same work within the same time with only two-third, of the tonnage and manual labor now required. I do not think the latter can be still further diminished under the new scheme, unless the Company are prepared to supply their own boats instead of using those now available; for the boats are almost invariably, I believe, the property of the men who propel them and these men will not let their craft, unless their own services are hired at the same time.

9. If this be not the case, a gain of one cooly per large boat employed is all the Company can expect, for, as observed by Mr. Merriman, every boat, large or small, must be steered even when in tow of a tug. Moreover, the one man per large boat that must be allowed under the new scheme will not suffice to bring her from the factory platform to the point in the canal where the tug awaits her, and extra coolies will have to be placed at each factory to assist in propelling her as far as that point.

10. It should also be noted that small boats only can float in the channels of the Pulidiwak and Voyalur factories, and that the canal from Madras to Covelong is so shallow that it has been found advisable to employ mostly 10-ton boats on the southern run. Whether the steamers

which are now contemplated will be able to ply in in so little water, I am of course incompetent to say as no information as to their proposed draught has been furnished me. I trust, however, that you will agree with me that enough has been said to show that beyond enabling the Company to dispense with part of the tonnage and manual labor proportionate to the increase of speed obtained, no saving can be effected from the change proposed. This proportion I have set down at one-third, but it may be greater or less.

11. The Company will therefore be compelled to employ two-thirds of the tonnage and manual labor supplied by the present contractors, and consequently to incur for boats and coolies alone two-thirds of the total expense incurred under the old system. If, therefore, the Company can furnish steam locomction and skilled labor wherewith to control it within the remaining one-third of the total expense now incurred, there is no objection to changing the present system and handing the transport over to them.

12. Another question to be settled in connection with this matter is the number of tugs required. For this purpose the Assistant Commissioner of Chingleput was called upon to state the maxium amount of salt transported to the depôt during any given month and week within the last three years. He states in answer that between the 5th June and 2nd July last, 21,309 tons and between the 19th and 25th June 5,597 tons were transported to the depôt. He has omitted to give the figures for each factory, but the above figures will suffice for our purpose. From these it will be seen that for four weeks ending the 2nd July last about 5,000 tons were brought weekly to Madras. Supposing that this amount were all transported in 25-ton boats, and that each tug could make within the week three trips of eighteen miles (the average distance of the factories from the depôt, (towing six such boats, it will be seen that it would take eleven tug plying unintermittently to do the work.

13. It has been shown in paragraph 5 that the total freight paid the contractors by Government for the transport of salt to the depôt has, in the last three years, averaged Rs. 31,626-3-9, or say Rs. 31,500. If of this sum we deduct 10 per cent. as profits, the cost to the contractors was Rs. 28,350. As before stated the adoption of steam locomotive power will probably reduce this by one-third, and this one-third, or Rs. 9,450, will have to pay the up-keep of these eleven tugs during a considerable portion at least of the storing season. During the remainder of the season, the Company would have to hold them in readiness to obey the Assistant Commissioner's call at a moment's notice, as it is quite impossible for that officer to predict what tonnage will be required within a few days.

14. Moreover, this department could not find any employment for the steam tugs between October and May, they would have to depend on chance traffic for their employment during seven months in the year.

15. It must, however, be observed that the above remarks will require considerable modifications if it is found that the increase of speed gained is greater than I suppose. To determine what this increase may be, I would venture to suggest that during the next storing season the transport of salt made at Vadasamangiri be, as a tentative measure, effected by steam as suggested, and that the result be carefully observed and reported upon by the Local Officers.

16. In event of your determining to adopt steam locomotion during the coming season, I beg to record my complete concurrence with Mr. Merriman's opinion that the whole transport must be entrusted to the Steamer Company, and that they should be bound by the same conditions as the present contractors, except that the maximum tonnage required from them may be reduced proportionately to the increase of speed gained.

* * * * * *

(True Extract.)

19th November 1881.

(Signed) P. RAJARATHNAM,
Personal Asst., *for* Comr. of Salt Rev.

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SUBMITTED to Government in continuation of Board's Proceedings, dated 19th November 1881, No. 2882.

2. It will be seen that Mr. Bliss does not share Mr. Happell's views as to the improbability of the conveyance of salt by steam transport proving a success and that he is in favor of giving the Company a trial, if they will undertake the work at a rate of freight not in excess of 5 pies per ton per mile. The average quantity of salt brought into Madras during the last three years has been 68,662 tons and the cost to Government of transport, exclusive of tolls, was Rs. 31,626.

(True Copies and Extract.)

(Signed) C. A. GALTON,
Secretary.

To the Secretary to Government, Revenue Department.
,, Commissioner of Salt Revenue.
Exd. A. Grubert.

1881.

# Board of Revenue,

MADRAS.

To PWCns 7326

THE SECRETARY TO GOVT.,
REVENUE DEPARTMENT,
&c., &c., &c.

Printed December th.

Received 13th

PROCEEDINGS, 28TH NOV. 1881, No. 2972.

SUBMITTING to Government letter from the Commissioner of Salt Revenue reporting further on the feasibility of utilizing the *steam transport* on the Buckingham Canal for the transport of salt.

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127

No. 2972.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 28th November 1881.

Read the following letter from H. W. BLISS, Esq., Commissioner of Salt Revenue, to the Secretary to the Board of Revenue, dated Madras, 19th November 1881, No. 9124:—

IN continuation of Mr. Happell's letter, No. 7637, dated 4th October 1881, I have the honor to submit extracts from a report from the Acting Deputy Commissioner of Salt Revenue, Northern Division, on the subject of the proposed employment of steamers for the transport of salt on the Buckingham Canal.

2. We have so increased stocks at the Madras Salt Depôt during the last two favorable years, that they now greatly exceed the quantity at any time in hand for many years past, if not at any previous period, and that our present difficulty is to find room for the storage of next season's produce. I trust therefore it may never again be necessary to import salt into Madras from other districts, and that the only transport in future to be provided for in Chinglepat may be that from the factories of the district itself. No Government transport of salt is at all likely to be required in any of the other districts traversed by the canal.

3. The average quantity of salt brought into Madras during the last three years has been 68,662 tons at an average cost of 5·1 pies per mile per ton from the northern and of 5·4 pies per mile per ton from the southern factories, exclusive of the canal tolls; and, as the rate has steadily tended downwards, there is ground for hope that in future it will not exceed 5 pies per ton per mile on the average. The increase, which is, I believe, taking place in the number and tonnage of the boats working on the canal, must in the end, I consider, lead to this result at least, if not to a still lower rate of freight.

4. The question therefore to be considered by the Company, which proposes to establish a steam transport train on the canal, is, can they do the work as cheaply? If so, they should, in my opinion, be given the preference. They will have an opportunity of making the experiment almost at once, as I shall in a few days be calling for tenders for the transport of next season's salt.

5. The Company must remember that the rate of 5 pies per ton per mile must include the provision of small boats to bring the salt from the drying grounds in the interior of the factories, by channels which large boats and steamers cannot navigate, and the cost of its transhipment into larger boats on the main canal. Mr. Spencer evidently feels very doubtful whether they can do the work at the price. But I do not think that he has made anything like a sufficient allowance for the increased speed which could under proper arrangements be attained, nor for the saving which might be effected by the employment of much larger cargo boats than those now in use, which probably average about 25 tons burden. He assumes that a tug would make three trips of 18 miles (and back, I suppose) per week. I should say that a tug could do at least double as much, for an average speed of 3 miles an hour could probably be maintained, and if the tugs had full crews they could work by night as well as by day without the least difficulty. In fact, the tugs must work by night if they are to tow passenger boats the whole length of the canal within anything like a reasonable time. Then as to the size of cargo boats, I roughly calculate that a boat 90' × 13', which is the maximum size allowed on the canal, would be of about 120 tons. If so, there could be no difficulty in putting 100-ton boats on, each of which would require the same crew only as a 25-ton boat, for they would have nothing

to do but to steer. There would be no need to hire the existing boatmen with their boats, for ordinary coolies would be taught in a week or two how to steer boats in tow of a steamer. There need be no delay at locks, such as Mr. Spencer supposes, for no tug need ever go through a lock. The boats should be hauled through the locks by hand, and be taken in tow on the other side by a tug which would be kept there for the purpose, while the tug which brought them to the lock would return with the boats which she might find waiting there and bound the other way. I do not know what tonnage of boats a good steam tug fitted for use on the canal could tow, but I should say much more than 150 tons—probably nearer double that quantity, if at a low rate of speed. On the whole I should say that if 3½ feet of water is maintained as the minimum depth of the canals about 5 tugs would be amply sufficient to get in the salt at the rate of 20,000 tons per month, which is what is required.

6. My own opinion as to the probability of the transport of salt by steam being found feasible and profitable is therefore much more favorable than Mr. Spencer's; and I should be prepared to recommend that a Company willing to undertake the work with appliances which appeared adequate, and at a rate of freight not in excess of 5 pies per mile per ton, should at once be granted a contract for three or four years to give them a fair chance of establishing themselves. I do not, however, agree with Messrs. Spencer and Merriman that such a Company should be required to undertake the whole, if any, of the transport. On the contrary, I consider that until steam transport on the canal is proved to be a success, they should not be allowed to undertake the whole of it, or we may have a breakdown in the middle of a season with very serious results. They should at first be given a contract for the transport from one or two factories only, and should not be allowed to take the whole work in hand until some experience had been gained of the way in which they do it, and some facts were on record from which an opinion may be formed of the justice of requiring them to do it for the future, and from other factories, at a still lower rate of freight.

## ENCLOSURE No. 1.

EXTRACT from letter from the Deputy Commissioner of Salt Revenue, Northern Division, No. 1108, dated 11th November 1881.

* * * * * *

4. The matter at issue therefore is merely whether the transport of salt to the Madras Depôt can be more economically effected by steam power than by manual labor or not [illegible]

Upon this question I beg in the first place to draw your attention to the very excellent results attained under the old system this year. Up to this time there had not unfrequently been delay in the earlier part of the storing season owing to the contractor's not putting afloat sufficient tonnage to transport the first scrapings. The Assistant Commissioner, Chingleput, however, contrived this year to force the contractor to comply with the terms of paragraph III of his deed of contract, a copy of which is enclosed. By this means the storage at the Madras Depôt was completed in the second week in September, and would have been done sooner had it not been that considerable delay occurred in unloading the boats owing to difficulties raised by the storing coolies.

5. The Assistant Commissioner, Chingleput, informs me that the average for the last three years of the imports to Madras from the seven factories which supply the depôt is as follows:—

| | | TONS. |
|---|---|---|
| Northern factories | 1. Kattur ... ... ... ... | 6,791 |
| | 2. Voyalur ... ... ... ... | 9,051 |
| | 3. Pulidiwak ... ... ... ... | 8,037 |
| | 4. Attiput ... ... ... ... | 12,608 |
| | 5. Vallur ... ... ... ... | 13,538 |
| Southern factories | 6. Vadasamengiri ... ... ... | 2,108 |
| | 7. Covelong ... ... ... | 16,529 |
| | Total ... | 68,662 |

The rates per mile at which the boat contractors landed this amount of salt at the depôt were Pies 5·1 for the northern and Pies 5·4 for the southern factories. The total cost to Government of transport of the salt raised in the several factories is as below:—

128

| Name of Factory. | Amount of Salt transported in Tons. | Rate per Ton per Mile. | Total. | | |
|---|---|---|---|---|---|
| | | PIES | RS. | A. | P. |
| 1. Kattur ... ... | 6,791 | 5·1 | 3,968 | 7 | 10 |
| 2. Voyalur ... ... | 9,051 | 5·1 | 4,327 | 8 | 2 |
| 3. Pulidiwak ... ... | 8,037 | 5·1 | 3,202 | 3 | 10 |
| 4. Attiput ... ... | 12,608 | 5·1 | 4,353 | 11 | 2 |
| 5. Vallur ... ... | 13,538 | 5·1 | 3,955 | 10 | 2 |
| Total ... | 50,025 | ... | 19,807 | 9 | 2 |
| 6. Vadasamangiri ... | 2,108 | 5·4 | 1,126 | 7 | 5 |
| 7. Covelong ... ... | 16,529 | 5·4 | 10,692 | 3 | 2 |
| Total ... | 18,637 | ... | 11,818 | 10 | 7 |
| Grand Total ... | 68,662 | ... | 31,626 | 3 | 9 |

6. The whole of this transport was carried out in boats of burthens varying from 5 to 30 tons, of which the smaller boats were generally propelled by one, and the larger by two, men. With these crews the boats were generally taken a trip to the depôt and back within the periods mentioned below:—

| Name of Factory. | Distance from Depôt. | Length of Trip with 24 hours for delay at either end. |
|---|---|---|
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| Attiput ... ... ... | 13 | 3 |
| Vallur ... ... ... | 11 | 3 |
| *Southern Factories.* | | |
| Vadasamengiri ... ... | 19 | 4 |
| Covelong ... ... ... | 23 | 4 |

7. I am quite unable to offer an opinion as to what will be the increase of speed (if any) gained by the introduction of tugs similar to the one I saw at Ennore in July last, but I can scarcely expect that it will exceed one-third, taking into consideration the long delays that must occur owing to the arrival of a number of boats at one time at any of the locks, and to the constant running aground and breaking of cables that will take place when a steamer has in tow in a narrow and winding canal half a dozen unvieldy and heavily-laden crafts.

8. If, then, we allow that the Steam Company will do the work in two-third, of the time now taken, they will be able to do the same work within the same time with only two-third, of the tonnage and manual labor now required. I do not think the latter can be still further diminished under the new scheme, unless the Company are prepared to supply their own boats instead of using those now available; for the boats are almost invariably, I believe, the property of the men who propel them and these men will not let their craft, unless their own services are hired at the same time.

9. If this be not the case, a gain of one cooly per large boat employed is all the Company can expect, for, as observed by Mr. Merriman, every boat, large or small, must be steered even when in tow of a tug. Moreover, the one man per large boat that must be allowed under the new scheme will not suffice to bring her from the factory platform to the point in the canal where the tug awaits her, and extra coolies will have to be placed at each factory to assist in propelling her as far as that point.

10. It should also be noted that small boats only can float in the channels of the Pulidiwak and Voyalur factories, and that the canal from Madras to Covelong is so shallow that it has been found advisable to employ mostly 10-ton boats on the southern run. Whether the steamers

which are now contemplated will be able to ply in in so little water, I am of course incompetent to say as no information as to their proposed draught has been furnished me. I trust, however, that you will agree with me that enough has been said to show that beyond enabling the Company to dispense with part of the tonnage and manual labor proportionate to the increase of speed obtained, no saving can be effected from the change proposed. This proportion I have set down at one-third, but it may be greater or less.

11. The Company will therefore be compelled to employ two-thirds of the tonnage and manual labor supplied by the present contractors, and consequently to incur for boats and coolies alone two-thirds of the total expense incurred under the old system. If, therefore, the Company can furnish steam locomotion and skilled labor wherewith to control it within the remaining one-third of the total expense now incurred, there is no objection to changing the present system and handing the transport over to them.

12. Another question to be settled in connection with this matter is the number of tugs required. For this purpose the Assistant Commissioner of Chingleput was called upon to state the maxium amount of salt transported to the depôt during any given month and week within the last three years. He states in answer that between the 5th June and 2nd July last, 21,309 tons and between the 19th and 25th June 5,597 tons were transported to the depôt. He has omitted to give the figures for each factory, but the above figures will suffice for our purpose. From these it will be seen that for four weeks ending the 2nd July last about 5,000 tons were brought weekly to Madras. Supposing that this amount were all transported in 25-ton boats, and that each tug could make within the week three trips of eighteen miles (the average distance of the factories from the depôt, (towing six such boats, it will be seen that it would take eleven tug plying unintermittently to do the work.

13. It has been shown in paragraph 5 that the total freight paid the contractors by Government for the transport of salt to the depôt has, in the last three years, averaged Rs. 31,626-3-9, or say Rs. 31,500. If of this sum we deduct 10 per cent. as profits, the cost to the contractors was Rs. 28,350. As before stated the adoption of steam locomotive power will probably reduce this by one-third, and this one-third, or Rs. 9,450, will have to pay the up-keep of these eleven tugs during a considerable portion at least of the storing season. During the remainder of the season, the Company would have to hold them in readiness to obey the Assistant Commissioner's call at a moment's notice, as it is quite impossible for that officer to predict what tonnage will be required within a few days.

14. Moreover, this department could not find any employment for the steam tugs between October and May, they would have to depend on chance traffic for their employment during seven months in the year.

15. It must, however, be observed that the above remarks will require considerable modifications if it is found that the increase of speed gained is greater than I suppose. To determine what this increase may be, I would venture to suggest that during the next storing season the transport of salt made at Vadassmangiri be, as a tentative measure, effected by steam as suggested, and that the result be carefully observed and reported upon by the Local Officers.

16. In event of your determining to adopt steam locomotion during the coming season, I beg to record my complete concurrence with Mr. Merriman's opinion that the whole transport must be entrusted to the Steamer Company, and that they should be bound by the same conditions as the present contractors, except that the maximum tonnage required from them may be reduced proportionately to the increase of speed gained.

* * * * * *

(True Extract.)

19th November 1881.

(Signed) P. RAJARATHNAM,
Personal Asst., *for* Comr. of Salt Rev.

---

SUBMITTED to Government in continuation of Board's Proceedings, dated 19th November 1881, No. 2882.

2. It will be seen that Mr. Bliss does not share Mr. Happell's views as to the improbability of the conveyance of salt by steam transport proving a success and that he is in favor of giving the Company a trial, if they will undertake the work at a rate of freight not in excess of 5 pies per ton per mile. The average quantity of salt brought into Madras during the last three years has been 68,662 tons and the cost to Government of transport, exclusive of tolls, was Rs. 31,626.

(True Copies and Extract.)

Secretary.

To the Secretary to Government, Revenue Department.
" Commissioner of Salt Revenue.
Exd. A. Grubert.

Revenue Department
No. [illegible]

Mis: No. 5
Transferred to the P.W.
Dept. with reference to that
Department G.O. 12th
July 1881 No. 1717 W.

# 1881.

# Board of Revenue,

## MADRAS.

To

The SECRETARY to GOVT.,
REVENUE DEPARTMENT,
&c., &c., &c.

[illegible]
4th Jany 1882
[illegible]
Secy. to Govt.

Printed December 6th.

Received [illegible] 5th

Recd 13 Dec 81

PROCEEDINGS, 28TH Nov. 1881, No. 2972.

Deps 5/12/81

SUBMITTING to Government letter from the Commissioner of Salt Revenue reporting further on the feasibility of utilizing the *steam transport* on the Buckingham Canal for the transport of salt.

Transferred

Transferred

C A W 13°

---

(1) If as I think we have in Office the copy of Dr. Stanbrough's patent process for the manufacture of Coke please have a copy made for use ~~soon~~ of the paper

(2) Have all the replies as yet come in about the [illegible] in regard to ~~that~~ proposed Steam Company

On the Buckingha
Canal ?

~~4~~ 17/8/81

1) Copy is being
ade.
2) The file was se
to you a few day
ago. All replies
have come in
except that fro
Salt Commissione
who has been
reminded more
than once.

C A W 26-9

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Revenue Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following Proceedings of the Board of Revenue, dated 20th September 1881, Miscellaneous, No. 8602, on Government Order, Revenue Department, dated 12th September 1881, No. 2422.

The Board beg leave to explain that they will not be in a position to submit the report called for until replies are received from the officers to whom the G. O. referred to was communicated with their Proceedings, dated 5th August 1881, No. 1614.

---

Order thereon, 28th September 1881, No. 2582

Communicated to the Public Works Department with reference to Memo: from that Department, dated - September 1881, No. $\frac{363}{2}$.

Steam transport on the Buckingham Canal

Put up for Cl. 4661 with 8c.

(True Extract)

J. A. Davis

For Secretary to Govt.

To

The Public Works Department

" Board of Revenue

Exd

Cd

L.O.

R.S. 10-10

W

Submitted in continuation of the previous papers:-

R.S. 8-1

[illegible]

[illegible] of [illegible]

[illegible] Trust

[illegible]kingham C[illegible]

I

# Steam Transport on the Buckingham Canal.

| | |
|---|---|
| Col. Rendeyrost R.E. S.E. 1st Circle | Considers that the steam transport will be little utilised by the PW Deptt. as only a trifling amount of building materials & stone and about 50 tons of stores require conveyance annually. |
| Col. Tennant Supt. Genl. of Jails | Considers that the steam transport on the Buckingham Canal can be advantageously availed of, both for the conveyance of stores and prisoners, but cannot say, without knowing the rates of charges and speed of conveyance, whether the steam transport will be more economical than the present system of conveyance by steamer or cart. |
| Major Genl. Cadell Supt. Genl. of Ordnance | There being no Mily. Station or Ordnance Depot on the Buckingham Canal there is no likelihood of stores being despatched by it. |
| Dr. Cornish Surg. Genl. with Govt. of Madras | Medical stores packages up to 25 tons weight per annum would be sent by the Canal if arrangements were made for regular & expeditious transit. |
| Col. Moore Offg. Commy. Genl. | States that the annual quantity of stores which might be despatched by the Buckingham Canal is Medl. stores 25 tons (vide Dr. Cornish's letter) & Commissariat stores 13 1/2 tons, and that Vizagapatam being the nearest Commissariat Station, if stores are sent by the Canal to Rajahmundry an Agent must be stationed there to receive & forward the goods. |
| Supt. Army Clothing | States that there being no Mily. Stations on or near the Buckingham Canal no stores are sent by it. |
| Quarter Master General | Forwards letter from the Officer Commanding Centre District with 2 Returns regarding the probable number of Native troops for whom passage may be required in one year by the Buckingham Canal, and considers the average number moving by the Canal — troops & families — to be 350 men, 200 women & 300 children. |

The ~~Surveyor~~ Surgeon General with the Govt. of Madras reports that about 25 tons of medical stores would be sent annually by canal if arrangements were made for regular and expeditious transit.

The Commissary General estimates that about 13½ tons per annum of Commissariat stores would be forwarded by canal, but remarks that as Vizagapatam is the nearest Commissariat station on the line, an agent would have to be stationed in Rajahmundry to receive and forward the goods.

The Superintendent

the Act contemplates is the case of a Rly. & the provisions of the Sec. are inapplicable to this case &c. is simply that of private owners of certain boats plying on the Canal.

Possibly legisn. might be advisable to regulate the traffic on the Canal somewhat similar to what the M. I. & C. Co. obt. for this Canal. but I am not prepared to say that the time has come for this. Either on behalf of Govt. or to facilitate the operations of private parties.

L.H.

Army Clothing report that there is no Military station on or near the Buckingham Canal, and that no clothing stores are sent by it.

The Quarter Master General shows the average number of troops and families requiring transport by canal to be about 350 men, 200 women and 300 children_

The Inspector General of Police states that the annual supplies of Police stores and Clothing for the Nellore and Godavari districts, amounting to about 4 tons for each district, might be sent via the Canal_ provided the rates are more favorable, that those

of the B. I. S. N. Co. and the transport is regular and certain.

The Collector of Chingleput states that Steam Transport would be of no use as far as his district is concerned as the stations to which stores are conveyed are situated at a distance from the Canal.

(15 [illegible])

The Collector of Madras states that under the contract with the B. I. S. N. Co., which does not expire till the 30th April 1884, Govt. stores for Coast ports must be conveyed by their steamers. The freight annually payable on such stores amounts to about Rs 3720

The Collector of Nellore reports that about 13,700 tons of wood per annum is conveyed to Madras by the Canal from the Sriharikota jungles besides some treasure and stationery. The cost of conveyance of wood is about Rs. 9,900 exclusive of tolls; it would have to be carried in special boat towed by the Steamer, and delivered at the Dêpot in Madras.

The Collector of Kistna furnishes a statement shewing the number of cases of stationery, stamps and specie imported and exported during the last 3 years, but is unable to state the cost of carriage a freight is paid in Madras. 130

The Collector of Godavari states that specie is never remitted from that District to Madras and that stores of any kind are seldom sent southwards. The stores imported consists chiefly of stationery and stamps. No particulars of the quantities carried are given. He suggests that the Canal should be utilyzed for the post.

The Superintendent of Stamps and Stationery does not consider that the provision of Steam transport

on the Canal will supersede
the facilities afforded by
Existing means of Conveyance
as regards stations other
than Nellore, to which the
Consignments are inconsiderable.

The officiating Commissioner
of Salt Revenue give the
tonnage of Salt brought
to the Madras Depôt from
the Northern and Southern
factories at 60,000 tons,
the rate of freight may
be taken at 5 pies per
ton per mile, the average
lead being about 16 miles.
Mr Huppel points out
that as the drying
grounds are situated at
a distance from the Canal

and the branch Canals are
not large enough for Steam
traffic, the boats will
have to be loaded as at
present, and that the
137 use of steamers for towing
them on the main Canal
will not effect any saving
as the same Crew as at
present employed will
still be required. The
Existing arrangements for
the transport of Salt
cannot be altered without
danger to the revenue.

The Board of Revenue
are of opinion that the
result of the reference
goes to show that no
material assistance to

the enterprise can be afforded in the Revenue Dept. The principal traffic is in salt and the Board concur with the Commissioners in considering that no advantage will be gained by the employment of the proposed mode of transport.

4 In two further petitions dated 2nd August 1881, the Buckingham Canal Steam Navigation Company solicit the following concessions:-

(1) that they may be allowed to open out stations on Government waste land at various towns and villages along the Canal.

(2) that the provisions of Section 8 of Act IV of 1879 and various clauses of the general rules relating to Indian Railways be made applicable to the Steam Navigation Company.

(3) that the Company be granted the privilege of cutting firewood from Government forests on the same terms as Railway Companies.

With regard to (1) the Executive Engineer, Buckingham Canal Division thinks that it is unnecessary to meet the requirements of the Company in any more direct manner than is recognized on the Godavari & Kistna

Noted - W.A. papers

[illegible]

Since the foregoing was written, Revenue Board's Proceedings No. 2992 dated 28th November 1881 enclosing a letter on the subject from Mr. Bliss has been received.

Mr. Bliss does not share Mr. Happelstone's [illegible] as to the improbability of the conveyance of salt by steam transport proving a success, and he is in favour of giving the Company a trial if they will undertake the work at a rate of freight not exceeding 5 pies per ton per mile, allowing them to make a trial with one or two factories till the requisite experience has been gained.

It will be seen lower down however that the rates the Company propose to charge are 18, 10 & 6 pies per maund per mile according to class of goods - they probably mean to say per ton.

Canal. He states that there is no Government waste land attached to the Canal except at Kottapatam and Eskapally, and even there it is on the wrong side of the Canal. He thinks therefore that the Company should make their own arrangements for stations, store sheds &c on the condition that no interference with the Canal banks or berms be allowed. He has no objection to the excavation of tie-to basins at the stations named by the Company - provided that nothing which can interfere with facilities for towing be permitted

With reference to (2) the Railway Act of 1879 and the General Rules are put up- and

With regard to (3) the attached note by the Dy. Consulting Engineer for Railways, Explains the position of the Madras Railway in regard to cutting fuel.

The Conservator of Forests is unable to give any specific information as to the seignorage that would be chargeable to the Steam Boat Company, as none of the Forests through which the Canal passes are under his department.

With regard to fares, the Steam Boat Company propose to charge:-

For passengers per mile

1st Claſs .. .. 15 pies
2d Claſs . . . . 5 pies
3d Claſs .. .. 2 pies

For Goods per mile.

High claſs —— 15 pies per maund
Middle claſs —— 10 —"— —"—
Low claſs .. .. 6 —"— —"—

What particular goods come under these claſsifications is not stated, but it is proposed to make a reduction of 15 per cent in favor of the general public (?) and Government.

The daily mileage guaranteed is not given.

The Executive Engineer, Buckingham Canal has ascertained

that the rates by ordinary boats on the Canal are

Paſsengers - 2 pies per mile.
Goods —— 6 pies per mile per ton
Horses —— 2 annas per mile.

The B. I. S. N. Cos. contract rates from Madras to Cocanada are given below - the distance being about 300 miles by sea, the rate per mile is also given.

For Goods

Rs 15 per ton or 50 cubic feet } = 10 pies per ton per mile.

For Paſsengers

By Rangoon Steamers

Cabin Rs 38 = 2 annas per mile
2d claſs — " 21 = 13 pies —"—
Deck — " 5 = 3 pies —"— —"—
(without food)

By

By Calcutta Steamer

Cabin Rs 44 = 2-4 as p per mile

2nd Class " 22/8 = 14 pies per mile

Deck " 5/8 = 3½ pies per mile
(without food)

Ay

13/12/81

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Note.

(4)

To W.

Act VI of 1874. and copy of rules made under Sec. 8 thereof, herewith.

2. There is no code of rules for cutting fuel & firewood from fuel jungles or reserves. The G. O. 31 Oct 1873, No. 1225 fixes the rate of seigniorage payable by Railway Co.s fuel at R1.0.0 per 100 Mds. while that for the public is 6 annas only. The reason for this difference is therein given. This rate applies only to open jungles and R2.8.0 and R3.0.0 per ton are now claimed for felling in Govt. Reserves in Cuddapah District these rates being based on

*R2.3.9 per ton.

a reduced cost of production.

3 The practice of the Indian Railway Co. is to buy fuel from native Contractors, who either supply from sources of their own, or arrange with the Forest Dept. in the terms of their Contracts with the Railway for permission to cut from Govt. jungles on payment of the regulation seigniorage. In the latter case the amount of seigniorage is paid by the Railway Co. to the Forest Dept. & deducted from the contract rate. This is a matter of convenience, & insures payment to Govt.

4. I do not know from what Forests the Railways [illegible] their fuel, but if from Reserves they will probably have to pay more than the ordinary rate of seigniorage payable by Railway Co. — a reference to the

~~[illegible]~~

# *For Orders.*

3/17 81

Memo Nos 362 — 10-8-81
612 — 22-10-81
2547 — 3-11-81
2548 — „
2549 — „
2845 — 11-11-81
2776 — 22-11-81
G.Os 198 — 27-11-78
1124 W. — 11-5-80
1717 W — 12-7-81.

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PUBLIC WORKS DEPARTMENT.

143

## FOR ORDERS.

Read ~~the~~ following :—

G.O. No. 1717 W dt 12th July 1881.

Read also,

| | |
|---|---|
| ndorsement of the Military Secy. to the Hnble the Governor on etition from the Managing Director of the Buckingham Canal Steam Navigation Company dt 2d Augt /81 | (N.E. dt 11th August 1881) |
| emo by the Chief Engineer, P.W. Dept. | („ No. 362 dt 10th „ „) |
| m the Executive Engineer, Buckingham Canal | („ „ 1496 dt 16th „ „) |
| „ Military Dept. (Enclosures 1 to 6) | („ „ 4467 dt 20th „ „) |
| dorsement of the Judicial Dept. on letter from the Inspector General of Police No. 157 dt 25 Augt 1881 | („ „ 1499 dt 31st „ „) |
| m the Supdg Engineer, 1st Circle | („ „ 1124 dt 8th „ „) |
| dorsement Financial Department n Procs of the Board of Revenue No. 2882 dt 19th November 1881 | („ „ 1911 dt 28th Novr „) |
| m the Managing Director, B.C. S. N. Co. | („ „ 68 dt 10th „ „) |
| [illegible] & Co. | („ — dt 22d „ „) |

From,

| | |
|---|---|
| The Executive Engr. Buckingham Canal | A.E. No. 2256 d/ 23rd November 1881 |
| Do. do. do. | " " 2273 d/ 25th " " |
| " Conservator of Forests, Madras. | " " 729 d/ 8th " " |
| " Managing Director, Buckingham Canal, S.N. Co. | " " 91 d/ 14th " " |
| " Conservator of Forests, Madras | " " 800 d/ 23rd " " |

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1 In July last, Messrs G. M. Nasar Ali Mahkey & Co., merchants of Madras, having submitted proposals for the provision of steam transport on the Buckingham Canal, and requested to be allowed the monopoly in Government work, the various Government Departments were called upon in G.O. No. 1717 W dated 12th July 1881 to report the quantity of Government stores and salt that might be expected to use improved means of conveyance.

2 It was thought that the principal traffic would be in salt, and the Commissioner of Salt Revenue was asked to report the present amount of tonnage and freight employed, and on what conditions he would recommend that the transport be entrusted to private agency.

3 The following is an abstract of replies received to the foregoing questions:—

The Supg. Engineer 1st Circle considers that steam transport will be little utilized by the P.W. Dept., as only a trifling amount of building materials and stone

Mr Bliss' letter referred to was clearly of note is not here. but I really do not see that we can hold out much encouragement to the Co.

I conceive that a Monopoly of Govt. work could not be granted but of course tenders might be called for for the conveyance of Govt. stores &c by the Canal for a specified period prescribing conditions of speed - dates of starting &c. For a period of - years. We could leave a monopoly to the parties whose terms were accepted. This might be tried if the Co. complete whether we could include all Govt. stores &c for points reached by the Canal system may be doubtful with the diffi- to the description of the B.I.S.N. Contract with the Co. but I am afraid this Co. mainly relate to goods sent by sea. It cannot bar Govt. from using the Canal boats if it chooses.

As regards

and about 50 tons of stores require conveyance annually on the Canal.

The Inspector General of Jails reports that steam transport can be advantageously availed of both for the conveyance of stores and prisoners, but cannot say, without knowing the rates of charges and speed, whether it will be more economical than the present system of transport by sea or cart.

The Inspector General of Ordnance states that as there is no Military station or Ordnance Depôt on the Canal, there is no likelihood of his department utilizing steam transport.

The Special Inspector

The Govt cannot give a general reply regard[illegible] sites for stations. but if Govt waste land is available. applic[illegible] thro' the Colrs concerned might be favorably considered.

There wd. be no difficulty in the Dept supplying Fuel on the same terms as the Rail[illegible] I think.

The application of Sec. 8. of the [illegible] Act & the Rules made under it does not seem to me to be practicable. The Compy. will not have a monopoly of the traffic such as

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81 B 2/1
Clerk

№ 3190 W

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT,
UNDER date the 24th December/81
again
Read ~~the~~ following :—

G. O. No 1717 W dt 12th July 1881

Read also:—
[2]

Endorsement of the Military Secretary to the Honble the Governor on petition from the Managing Director of the Buckingham Canal Steam Navigation Company dt 2d August 1881 — dated 11th August/81

Memo by the Chief Engineer P.W.D. No 362 dt 10th

From the Executive Engineer Buckingham Canal — 1496 dt 16th

" " Military Department (Enclosures 1 & 6) — 4467 dt 20th

Endorsement of the Judicial Department on letter from the Inspector General of Jails No 157 dt 25th Augt 1881 — 1479 dt 31st

From the Superintending Engineer First Circle — 1124 dt 8th

Endorsement Financial Dept. on
Proceedings of the Board of Revenue
No 2852 dated 19th November 1881 } No 1911 d/28th Nov/81.

From the Managing Director B.C.S.N.Co. – 18 d/10th –
" – Messrs Binny & Co. – d/22nd –
" – Executive Engineer Buckingham Canal – 2256 d/23rd –
" Do Do Do Do – 2270 d/25th –
" Conservator of Forests Madras – 727 d/8th –
" Managing Director Buckingham Canal S. N. Co. – 71 d/14th –
" Conservator of Forests Madras – 850 d/23rd –
" Proceedings of the Board of Revenue – 2972 d/28th –

Order thereon No. dated

In July last Messrs. G. M. Kasim Ali Nukay & Co. Merchants of Madras, submitted proposals for the provision of steam transport on the Buckingham Canal and

the monopoly in Government work, and the various Government Departments were called upon in G.O. No 1717 W dated 12th July 1881 to report the quantity of Government stores and salt that might be expected to use improved means of
&c conveyance

2. It was thought that the principal traffic would be in salt and the Commissioner of Salt Revenue was asked to report the present amount of tonnage and freight employed, and on what conditions he would recommend that

the transport be intrusted to private agency

3. The following is an abstract of replies received to the foregoing questions:—

The Superintending Engineer former First Circle considers that steam transport will be little utilized by the P.W. Department as only a trifling amount of building materials and stone and about 50 tons of stores require conveyance annually on the Canal

The Inspector General

steam transport can be advantageously availed of both for the conveyance of stores and prisoners, but cannot say without knowing the rates of charges and speed, whether it will be more economical than the present system of transport by sea or carts

The Inspector General of Ordnance states that as there is no Military Station or Ordnance depôt on the Canal, there is no likelihood of his department utilizing steam transport.

The Surgeon General with the Government of Madras reports that about tons of medical stores would be sent annually by Canal if arrangements were made for regular and expeditious transport.

The Commissary General estimates that about 13½ tons per annum of Commissariat stores would be forwarded by Canal, but remarks that as Vizagapatam is the nearest commissariat station on the line, an agent would have to be stationed at Rajmahundry to receive and forward the goods.

The Superintendent of Army Clothing reports that there is no Milita

Station on or near the Buckingham Canal, and that no clothing stores are sent by it.

The Quarter Master General shows the average number of troops and families requiring transport by Canal to be about 350 men, 200 women and 300 children.

The Inspector General of Police states that the annual supplies of Police stores and clothing for the Nellore and Godavari districts, amounting to about 4 tons for each district might be sent via the Canal provided the rates are more favorable, than those of the

B. I. S. N. Co and the transport is regular and certain

The Collector of Chingleput reports that Steam Transport would be of no use as far as his District is concerned as the stations to which stores are conveyed are situated at a distance from the Canal.

The Collector of Madras observes that since the Contract with the B. I. S. N. Co which does not expire till the 30th April 1884. Govt stores for Coast ports should be conveyed by their steamers. The freight annually payable on such stores amounts to about Rs 3720.

129 The Collector of Nellore reports that about 13,200 tons of wood per annum is conveyed to Madras by the Canal from the Sriharikota jungles besides some treasure & stationery. The cost of conveyance of wood is about Rs 9,900 exclusive of tolls; it would have to be carried in special boats towed by the Steamers and delivered at

the Depôt in Madras.

The Collector of Kistna furnishes a statement showing the number of cases of stationery stamps and specie imported and exported during the last 3 years but is unable to state the cost of carriage as freight is paid in Madras.

The Collector of Godavari states that specie is never remitted from that District to Madras and that stores of any kind are seldom sent southwards. +

+ The Stores imported consist chiefly of stationery and stamps. No particulars of the quantities carried are given. He suggests that the Canal should be utilized for the post.

S The Superintendent of Stamps and Stationery does not consider that the provision of steam transport on the Canal will supersede the facilities afforded by existing means of conveyance as regards stations other than Nellore to which the consignments are inconsiderable.

The Offg. Commr. of Salt Revenue gives the

the tonnage of salt brought to the Madras Depôt from the Northern and Southern factories at 60,000 tons; the rate of freight may be taken at 3 pies per ton per mile, the average lead being 16 miles. Mr Chappell points out that as the drying grounds are situated at a distance from the Canal and the branch Canals are not large enough for Steam traffic the boats will have to be loaded as at present, and that the use of Steamers for towing them on the

main Canal without effecting any saving as the same crew as at present employed will still be required. The existing arrangements for the transport of salt cannot be altered without danger to the revenue. Salt The Crown

Mr Bliss however does not share Mr Chappell's views as to the improbability of the conveyance of salt by steam transport proving a success and he is in favor of giving the Company a trial if they will undertake the work at a rate of freight not exceeding 6 pies per ton per mile, allowing them to make a trial with one or two factories till the requisite experience has been gained.

4 In two further petitions dated 2d August 1881 the Buckingham Canal Steam Navigation Company solicit the following concessions:—

(1) that they may be allowed to open out stations on Government waste land at various towns and villages along the Canal

(2.) that the Company be granted the privilege of cutting firewood from Government forests on the same terms as Railway Companies. 15

(3.) that the provisions of Section 8 of Act IV of 1879 and various clauses of the general rules relating to Indian Railways be made applicable to the Steam Navigation Company

5 On a careful consideration of the foregoing papers the Right Honble the Governor in Council does not see that much encouragement can be held out to the Petitioners. It

the monopoly of Government work cannot be granted to them, but of course tenders might be called for for the conveyance of Government stores &c by the Canal for a specified period, prescribing conditions of speed, rate per ton &c, which × would secure a monopoly to the parties whose terms were accepted. The necessary action in this direction, so far as may seem desirable, will be taken in the several Depts. concerned and the petitioners can compete.

× during the contract period

6. As regards the special requests put forward by the petitioners

(1) The Government cannot give a general reply regarding sites for stations, but if Government waste land is available, applications for the same through the Collectors concerned might be favourably considered.

(2) The Government do not think there wd. be any difficulty in the petitioner's obtaining fuel from Govt. forests on the same terms as the Railway Company. This however is a point for consideration in the Revenue department.

(3) The application to the Steam Boat Company of Section 8 of the

Railway Act and the rules made under it were not seen to the Government to be practicable. The Petitioners will not have a monopoly of the traffic such as the Act contemplates in the case of a Railway, and the provisions of the Section are inapplicable to their case, which is simply that of private owners of certain boats plying in the Canal. If however the Petitioners have prepared the draft of a proposed Act which they may wish to have passed, they may submit it for the consideration of Government.

Cy

18/12/81

154

To The Petitioners ✓
" Rev. Depts ✓
" Judl. Depts ✓
" Mil. Depts ✓
" Board of Revs ✓
" S.E. 5th Circle ✓
" Post Master General ✓

Despd 10-1-82-

9

Govt. of 1881, Madras.

PUBLIC WORKS.

To

Tuo 26/12/81

Dated

Issued

Encl.

Recd.

G. O. 24th Dec 1881, No. 4190 W

Nos. 9[illegible] to 10[illegible]

Transport on the Buckingham Canal.

Tugging steam on
Petition from Messrs [illegible]
Mc Mukay & Co merchants
of Madras submitting proposal
for the provision of — & requesting
to be furnished the monopoly
[illegible] [illegible]