

N^o 1524 W d/19th June 1882

B

Commenced
to the S. E. 1st circle.

Cy

12.6.82

Gob. of (1882) ~~India~~
REVENUE.

Order, dated 13th May 1882, No. 504

N^o 1524 W d/19th June 1882

2 copies only

S. E. 1st circle
Ch. Engrs. & Co.

De/60

0.10/6. Re 15 1/2

19/6
20/6

Steam Ferry — at Rajahmundry, Godavari —
Passing orders on papers regarding arrangements
for working the —

W. Thorden
Engrs. in R. Rajahmundry

13TH MAY 1882, No. 504, REVENUE.

GOVERNMENT OF MADRAS.
REVENUE DEPARTMENT.

READ—the following Proceedings of the Board of Revenue, dated 29th March 1882, No. 936 :—

Read—the following letter from W. S. FOSTER, Esq., Collector of the Godavari District, to the Secretary to the Board of Revenue, dated Cocanada, 3rd March 1882, No. 81 :—

In reference to paragraph 2 of the Board's Proceedings of the 19th November last, No. 2881, I have the honor to submit herewith a revised set of rules for the working of the Steamer *Godavari* on the Rajahmundry Ferry agreeably to the suggestions made by Government in paragraph 3 of their Order, dated the 24th October last, No. 1574. There is no doubt, as the Government observed, as to the necessity of providing against danger to Radhari boats plying between Rajahmundry, Bobberlanka and Vijeshwaram, especially during the time of freshes. The traffic is also large between those places, but I doubt whether many of the traders would care to load and unload their goods in the boats at Vijeshwaram and Bobberlanka, except when there is actual necessity for it, as there may be during the freshes.

2. I thought of cutting down the number of trips each day by having one trip in the morning, the steamer leaving Rajahmundry at 8½ A.M. and returning at about 11, touching in the mean time Kovur, Vijeshwaram and Bobberlanka, and another in the evening between 2 and 5 P.M., touching respectively Bobberlanka, Vijeshwaram and Kovur. But the Sub-Collector thinks that it will be a great convenience to many, if it is arranged to bring to Rajahmundry early in the morning the people that come from Kovur and its neighbourhood, on the ground that they consist of persons that come almost every day early in the morning, so as to allow them sufficient time to attend to their business and return home the same evening, and of persons that bring in to Rajahmundry buttermilk and other fresh provisions. I have therefore allowed for this in the proposed rules, and this will be the first trip for the day. With regard to the suggestion of Government contained in paragraph 4 of their Order mentioned above, as to the passengers being dropped at Vadapalli on the trip to Vijeshwaram, I beg to state that this is objected to on the ground that this will cause some inconvenience to the people, as there is no accommodation for passengers at Vadapalli nor a good road between Vadapalli and Kovur, while there is a good choultry at the latter place.

3. The second and third trips I have adopted as proposed by the Sub-Collector, except that in the second trip I do not see the necessity of the steamer going to Kovur, which, if allowed, would amount to sending the steamer there for passengers three times in a day. This I consider unnecessary, while on the other hand if the steamer is not required to go to Kovur in that trip, it will arrive an hour earlier at Rajahmundry, and this will, I believe, be a great inducement, even when the river is not in freshes, to the passengers that come from almost all the taluks on the other side of the river who are at present not able to get their breakfast generally till about 1 or 2 P.M. owing to the Radhari boats taking a long time to cross the river. It is necessary that the steamer should go again in the evening to Kovur for taking back the persons that came in the morning from that side, as also to bring from the other side any that would come to Rajahmundry in the evening. It is also necessary to run the steamer twice

every day between Rajahmundry, Bobberlanka and Vijeshwaram, as the passengers that would go on boats to places on the other side of the river cannot be expected to be ready to get into the steamer at 8 A.M.; a greater part of them would generally be the persons that had come from other places.

4. With regard to the rates of fees leviable between the different places on the ferry to which the steamer goes, I beg to state that under the present rules one rupee and eight annas are respectively to be levied for taking an elephant or a camel from Rajahmundry to Kovur during freshes, and the Sub-Collector has proposed to levy Rs. 2 and Rs. 1 respectively between Rajahmundry and Vijeshwaram or Bobberlanka during the same period. I consider these rates very low, as when either of those animals are taken on the steamer they take up a very great deal of room. A camel does not really take much less space than an elephant, as it is not such a quiet creature. I have therefore fixed the rates for each of these animals at Rs. 4 between Rajahmundry and Vijeshwaram or Bobberlanka, and Rs. 2 between Rajahmundry and Kovur. I have also entered proportionate rates for other months than during the freshes. It will be observed also that in fixing the rates for carrying things, &c., from Rajahmundry to Kovur, one-fourth of the fees fixed for the months during the freshes has been deducted in fixing the fees for other months. But in the proposed rates for trips between Rajahmundry and Vijeshwaram or Bobberlanka, the fees fixed for the months during the freshes are double those for other months. The Sub-Collector has not stated his reasons for observing this difference, but I believe that he has intended to lower the rates when the river is low between Rajahmundry and Vijeshwaram or Bobberlanka, where Radhari boats always ply with a view to show to the people that they can avail themselves of the advantages of crossing the ferry on the steamer at no great cost even when there is no apparent risk. I shall however ask the Sub-Collector if these were his reasons, and if not, I will address the Board again on the subject. I have nothing more to say with regard to the other rate of fees proposed by the Sub-Collector.

5. The Sub-Collector also proposed that owners of Radhari boats and dinghies may be allowed to get their boats and dinghies towed at the marginally-noted rates during all seasons of the year between Rajahmundry and Bobberlanka, Vijeshwaram or Kovur.

The suggestion is no doubt good, but I consider that the rates should be raised as follows when the river is in freshes:—

	RS.	A.	P.
Loaded Radhari boat	...	3	0
Unloaded do.	...	1	8
Loaded Dinghi	...	1	8
Unloaded do.	...	0	12

I see no reason why we should do away with this difference in this case. It strikes me that if Radhari boats are allowed to be towed by the steamer, there will be very few or no passengers or things for the steamer to carry, as I believe people would prefer to go on the boat so towed than on the steamer itself, as well as that when the boat-owners know that they can ferry any number of passengers or goods across the Godavari for the small amount stated above, they will try and induce the people to go in their boats at lower rates. This will be an apparent loss to Government. I would therefore propose that the above rates should be only for boats with their crew and the cargo therein, and that all passengers going on the boats towed by the steamer should pay what they would pay if they go on the steamer itself. At present there is no ferry established between Rajahmundry and Vijeshwaram or Bobberlanka, and if Government establish a ferry between each of those two places under Section 13 of the Canals and Ferry Act, 1870, the difficulties I have noticed can be avoided. But I defer making any proposals on the subject until we decide to continue the steam ferry.

6. It is probable that some of the boat-owners may wish to get any of their boats towed regularly each day all through the year or during the four months of

freshes. I therefore propose that any of such boat-owners be allowed to engage to get his boat towed in all the regular trips of the steamer on payment of a fixed amount per month. For a boat that would get towed twice in a day I would fix the fee per month at Rs. 45 during the four months beginning with July, and at Rs. 30 during the other months. These rates are, of course, only for cargo boats. Similarly for dinghies I would fix the amount at Rs. 25 and 15 respectively. If any boats or dinghies require to be towed only once in a day, half the above rates would be levied. With reference to the above remarks about towing Radhari boats and dinghies, the necessary rule has been added to the rules now submitted.

7. At present the establishment consists of two Gumastahs on Rs. 12 each and a Peon on Rs. 6, besides the crew of the steamer; one Gumastah remains at Rajahmundry and the other at Kovur. Now we have to arrange for the collection and issue of tickets and the collection of fees at Vijeshwaram and Bobberlanka: there will not be sufficient work at any of the stations except Rajahmundry for a separate Gumastah when the river is not in freshes. It is therefore proposed to arrange that one Gumastah and a Peon should remain at Rajahmundry always, and the other Gumastah and a Peon (to be newly entertained) should be on the steamer in all its trips to Kovur, Vijeshwaram or Bobberlanka, and collect the tickets from the passengers landing at each of those places, as also collect fees from, and issue tickets to, the passengers getting up the steamer. During the months when the river is in freshes, however, the work will be heavy and it will be necessary to locate a Gumastah at each of the places. I therefore request that the Board will be pleased to obtain the sanction of Government for the entertainment of an additional peon on Rs. 6 from the date on which the system of running the steamer will be brought into force, and two Gumastahs on Rs. 12 each only when the river is in freshes. With reference to this new arrangement about the collection of fees, &c., I have altered rules slightly.

8. In conclusion I beg to state that the Sub-Collector doubts "very much whether the running of the steamer to Bobberlanka and Vijeshwaram except during the freshes will be taken advantage of by passengers and merchants to any appreciable extent" and therefore strongly deprecates experiment being made before the freshes set in. But I cannot support this. Because Government have sanctioned the steamer being worked on the ferry experimentally for one year only, which will expire at the end of July next. The river generally begins to rise about the middle of June, and the months in which the river is said to be in good freshes are July, August, September and October. If we begin to introduce the new system of running the steamer on the 1st July, or even if we begin it on the 15th June, we will not have made the experiment for anything like a sufficient period. Moreover, I think there is not much necessity to make this experiment and see whether the receipts will be sufficient to cover the expenses or whether the people would make use of the steamer to a large extent during the freshes, as it is not supposed that it would be otherwise in that period. It is therefore essential to give a fair trial to the new system before the freshes set in, say for at least three months, so that we can form a pretty correct opinion as to how it would work financially. I would therefore, subject to the approval of the Board and Government, ask the Sub-Collector to run the steamer with reference to the proposed new rules from the 15th March, giving in the mean time due publicity to the rules.

ENCLOSURE—Revised Rules for working Rajahmundry Ferry.

Resolution—dated 29th March 1882, No. 936.

Submitted for the orders of Government.

2. The Collector proposes that the steamer should make three trips a-day, but the table of fares contains no provision for rates to be paid between Kovur and Vijeshwaram and Bobberlanka and between the last two places.

3. The proposals at paragraph 7 of the Collector's letter regarding the issue of tickets during the months when the river is not in fresh seem open to the objection

that the issue and collection of tickets will be entrusted to the same person, and consequently that there will be no check on the payments made.

4. As Mr. Foster states that these new arrangements were intended to come into force from the 15th March—although his letter reached the Board only on the 13th idem—it is presumed that they have been introduced in anticipation of sanction.

(A true Copy and Extract.)

(Signed) E. GIBSON,
Acting Sub-Secretary.

To the Secretary to Government, Revenue
Department, with one original enclosure to
be returned.
To the Collector of the Godavari District.

Read—the following Proceedings of the Board of Revenue, dated 15th April 1882,
No. 1052 :—

Read—the following letter from W. S. FOSTER, Esq., Collector of the Godavari
District, to the Secretary to the Board of Revenue, dated Cocanada,
25th March 1882, No. 109 :—

In continuation of my letter of the 3rd instant, No. 81, I have the honor to request that the words "As near the Head Locks as the steamer can possibly get" may be inserted opposite No. 3, Vijjheswaram, and No. 4, Bobberlanka, in Rule 5 of the revised rules submitted therewith. The Sub-Collector has not been able to fix definite places for landing, probably as the places might change according as the river is in freshes or otherwise. In the same rule the landing place at Rajahmundry was mentioned as the one opposite to "Gunduvuri Street." The Sub-Collector reports that a sand bank has formed in that place, and I therefore request that the words "opposite Gunduvuri Street" may be substituted by "a place near the Chattram Street."

2. I request that in Rule 7 the word "of" before the word "July" be omitted and that words "other than" be inserted in lieu, as the wording of the rule, as it at present stands, is not in accordance with the reasons given in paragraph 7 of my letter.

3. The rates of tolls mentioned in the first two columns in Rule 6 are at present applicable only to trips between Rajahmundry and Kovvur. I request that the words "between Kovvur and Vijjheswaram or between Vijjheswaram and Bobberlanka" may also be inserted in the heading of those columns, so that the same rates may be levied for trips between those places also. Similarly I request that the words "or between Kovvur and Bobberlanka" may be added to the heading of the last two columns.

Resolution—dated 15th April 1882, No. 1052.

Submitted to Government in continuation of Board's Proceedings, dated 29th March 1882, No. 936.

(A true Copy and Extract.)

(Signed) E. GIBSON,
Acting Secretary.

To the Secretary to Government, Revenue
Department.
To the Collector of the Godavari District.

ORDER—dated 13th May 1882, No. 504, Revenue.

Miscellaneous.

The arrangements detailed in the papers read above have the approval of Government. The result of the experiment should be reported in due course.

2. The establishment recommended at the end of paragraph 7 of the Collector's letter, dated 3rd March 1882, is sanctioned.

3. Presumably the rules were introduced by the Collector on the 15th March last in anticipation of sanction, which is now accorded.

4. Rule 7 does not accord with paragraph 7 of the Collector's letter; the first sentence thereof should, it is presumed, run as follows :—

"During the months of November to June there will be two Gumastas."

(True Extract.)

A. S. Russell.
Under Secretary to Government.

To the Board of Revenue, with one enclosure.
" Accountant-General.
" Public Works Department.
" Chief Engineer for Irrigation.

Exd. J. W. Fischer.

100 Copies.

Govt. of (1882) Madras.

Govt. of (1882) Madras.
REVENUE.

Order No 1524 W dated 19th June/82

Communicated
to the Superintending Engineer
First Circle.

Order, dated 18th May 1882, No. 504.

True Extract
of A S Russell
Under Secy to Govt
J. W. D.

No 1524 W d/ 19th June 1882.

1882

Steam Ferry — at Nagamandry, Gadavari —
Passing orders on papers regarding arrangements
for working the —.

To the Supty Engr First Circle
" Examine & forward
Chgo for 2/12

with order

Sept. of 1882) Madras

13TH MAY 1882, No. 504, REVENUE.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

READ—the following Proceedings of the Board of Revenue, dated 29th March 1882, No. 936 :—

Read—the following letter from W. S. FOSTER, Esq., Collector of the Godavari District, to the Secretary to the Board of Revenue, dated Cocanada, 3rd March 1882, No. 81 :—

In reference to paragraph 2 of the Board's Proceedings of the 19th November last, No. 2881, I have the honor to submit herewith a revised set of rules for the working of the Steamer *Godavari* on the Rajahmundry Ferry agreeably to the suggestions made by Government in paragraph 3 of their Order, dated the 24th October last, No. 1574. There is no doubt, as the Government observed, as to the necessity of providing against danger to Radhari boats plying between Rajahmundry, Bobberlanka and Vijeshwaram, especially during the time of freshes. The traffic is also large between those places, but I doubt whether many of the traders would care to load and unload their goods in the boats at Vijeshwaram and Bobberlanka, except when there is actual necessity for it, as there may be during the freshes.

2. I thought of cutting down the number of trips each day by having one trip in the morning, the steamer leaving Rajahmundry at 8½ A.M. and returning at about 11, touching in the mean time Kovur, Vijeshwaram and Bobberlanka, and another in the evening between 2 and 5 P.M., touching respectively Bobberlanka, Vijeshwaram and Kovur. But the Sub-Collector thinks that it will be a great convenience to many, if it is arranged to bring to Rajahmundry early in the morning the people that come from Kovur and its neighbourhood, on the ground that they consist of persons that come almost every day early in the morning, so as to allow them sufficient time to attend to their business and return home the same evening, and of persons that bring in to Rajahmundry buttermilk and other fresh provisions. I have therefore allowed for this in the proposed rules, and this will be the first trip for the day. With regard to the suggestion of Government contained in paragraph 4 of their Order mentioned above, as to the passengers being dropped at Vadapalli on the trip to Vijeshwaram, I beg to state that this is objected to on the ground that this will cause some inconvenience to the people, as there is no accommodation for passengers at Vadapalli nor a good road between Vadapalli and Kovur, while there is a good choultry at the latter place.

3. The second and third trips I have adopted as proposed by the Sub-Collector, except that in the second trip I do not see the necessity of the steamer going to Kovur, which, if allowed, would amount to sending the steamer there for passengers three times in a day. This I consider unnecessary, while on the other hand if the steamer is not required to go to Kovur in that trip, it will arrive an hour earlier at Rajahmundry, and this will, I believe, be a great inducement, even when the river is not in freshes, to the passengers that come from almost all the taluks on the other side of the river who are at present not able to get their breakfast generally till about 1 or 2 P.M. owing to the Radhari boats taking a long time to cross the river. It is necessary that the steamer should go again in the evening to Kovur for taking back the persons that came in the morning from that side, as also to bring from the other side any that would come to Rajahmundry in the evening. It is also necessary to run the steamer twice

every day between Rajahmundry, Bobberlanka and Vijeshwaram, as the passengers that would go on boats to places on the other side of the river cannot be expected to be ready to get into the steamer at 8 A.M.; a greater part of them would generally be the persons that had come from other places.

4. With regard to the rates of fees leviable between the different places on the ferry to which the steamer goes, I beg to state that under the present rules one rupee and eight annas are respectively to be levied for taking an elephant or a camel from Rajahmundry to Kovur during freshes, and the Sub-Collector has proposed to levy Rs. 2 and Rs. 1 respectively between Rajahmundry and Vijeshwaram or Bobberlanka during the same period. I consider these rates very low, as when either of these animals are taken on the steamer they take up a very great deal of room. A camel does not really take much less space than an elephant, as it is not such a quiet creature. I have therefore fixed the rates for each of these animals at Rs. 4 between Rajahmundry and Vijeshwaram or Bobberlanka, and Rs. 2 between Rajahmundry and Kovur. I have also entered proportionate rates for other months than during the freshes. It will be observed also that in fixing the rates for carrying things, &c., from Rajahmundry to Kovur, one-fourth of the fees fixed for the months during the freshes has been deducted in fixing the fees for other months. But in the proposed rates for trips between Rajahmundry and Vijeshwaram or Bobberlanka, the fees fixed for the months during the freshes are double those for other months. The Sub-Collector has not stated his reasons for observing this difference, but I believe that he has intended to lower the rates when the river is low between Rajahmundry and Vijeshwaram or Bobberlanka, where Radhari boats always ply with a view to show to the people that they can avail themselves of the advantages of crossing the ferry on the steamer at no great cost even when there is no apparent risk. I shall however ask the Sub-Collector if these were his reasons, and if not, I will address the Board again on the subject. I have nothing more to say with regard to the other rate of fees proposed by the Sub-Collector.

5. The Sub-Collector also proposed that owners of Radhari boats and dinghies may be allowed to get their boats and dinghies towed at the marginally-noted rates during all seasons of the year between Rajahmundry and Bobberlanka, Vijeshwaram or Kovur.

The suggestion is no doubt good, but I consider that the rates should be raised as follows when the river is in freshes:—

	RS.	A.	P.
Loaded Radhari boat	...	3	0
Unloaded Radhari boat	...	1	8
Loaded Dinghi	...	1	8
Unloaded Dinghi	...	0	12

I see no reason why we should do away with this difference in this case. It strikes me that if Radhari boats are allowed to be towed by the steamer, there will be very few or no passengers or things for the steamer to carry, as I believe people would prefer to go on the boat so towed than on the steamer itself, as well as that when the boat-owners know that they can ferry any number of passengers or goods across the Godavari for the small amount stated above, they will try and induce the people to go in their boats at lower rates. This will be an apparent loss to Government. I would therefore propose that the above rates should be only for boats with their crew and the cargo therein, and that all passengers going on the boats towed by the steamer should pay what they would pay if they go on the steamer itself. At present there is no ferry established between Rajahmundry and Vijeshwaram or Bobberlanka, and if Government establish a ferry between each of those two places under Section 13 of the Canals and Ferry Act, 1870, the difficulties I have noticed can be avoided. But I defer making any proposals on the subject until we decide to continue the steam ferry.

6. It is probable that some of the boat-owners may wish to get any of their boats towed regularly each day all through the year or during the four months of

freshes. I therefore propose that any of such boat-owners be allowed to engage to get his boat towed in all the regular trips of the steamer on payment of a fixed amount per month. For a boat that would get towed twice in a day I would fix the fee per month at Rs. 45 during the four months beginning with July, and at Rs. 30 during the other months. These rates are, of course, only for cargo boats. Similarly for dinghies I would fix the amount at Rs. 25 and 15 respectively. If any boats or dinghies require to be towed only once in a day, half the above rates would be levied. With reference to the above remarks about towing Radhari boats and dinghies, the necessary rule has been added to the rules now submitted.

7. At present the establishment consists of two Gumastahs on Rs. 12 each and a Peon on Rs. 6, besides the crew of the steamer; one Gumastah remains at Rajahmundry and the other at Kovur. Now we have to arrange for the collection and issue of tickets and the collection of fees at Vijeshwaram and Bobberlanka: there will not be sufficient work at any of the stations except Rajahmundry for a separate Gumastah when the river is not in freshes. It is therefore proposed to arrange that one Gumastah and a Peon should remain at Rajahmundry always, and the other Gumastah and a Peon (to be newly entertained) should be on the steamer in all its trips to Kovur, Vijeshwaram or Bobberlanka, and collect the tickets from the passengers landing at each of these places, as also collect fees from, and issue tickets to, the passengers getting up the steamer. During the months when the river is in freshes, however, the work will be heavy and it will be necessary to locate a Gumastah at each of the places. I therefore request that the Board will be pleased to obtain the sanction of Government for the entertainment of an additional peon on Rs. 6 from the date on which the system of running the steamer will be brought into force, and two Gumastahs on Rs. 12 each only when the river is in freshes. With reference to this new arrangement about the collection of fees, &c., I have altered rules slightly.

8. In conclusion I beg to state that the Sub-Collector doubts "very much whether the running of the steamer to Bobberlanka and Vijeshwaram except during the freshes will be taken advantage of by passengers and merchants to any appreciable extent" and therefore strongly deprecates experiment being made before the freshes set in. But I cannot support this. Because Government have sanctioned the steamer being worked on the ferry experimentally for one year only, which will expire at the end of July next. The river generally begins to rise about the middle of June, and the months in which the river is said to be in good freshes are July, August, September and October. If we begin to introduce the new system of running the steamer on the 1st July, or even if we begin it on the 15th June, we will not have made the experiment for anything like a sufficient period. Moreover, I think there is not much necessity to make this experiment and see whether the receipts will be sufficient to cover the expenses or whether the people would make use of the steamer to a large extent during the freshes, as it is not supposed that it would be otherwise in that period. It is therefore essential to give a fair trial to the new system before the freshes set in, say for at least three months, so that we can form a pretty correct opinion as to how it would work financially. I would therefore, subject to the approval of the Board and Government, ask the Sub-Collector to run the steamer with reference to the proposed new rules from the 15th March, giving in the mean time due publicity to the rules.

ENCLOSURE—Revised Rules for working Rajahmundry Ferry.

Resolution—dated 29th March 1882, No. 936.

Submitted for the orders of Government.

2. The Collector proposes that the steamer should make three trips a-day, but the table of fares contains no provision for rates to be paid between Kovur and Vijeshwaram and Bobberlanka and between the last two places.

3. The proposals at paragraph 7 of the Collector's letter regarding the issue of tickets during the months when the river is not in fresh seem open to the objection

that the issue and collection of tickets will be entrusted to the same person, and consequently that there will be no check on the payments made.

4. As Mr. Foster states that these new arrangements were intended to come into force from the 15th March—although his letter reached the Board only on the 13th idem—it is presumed that they have been introduced in anticipation of sanction.

(A true Copy and Extract.)

(Signed) E. GIBSON,
Acting Sub-Secretary.

To the Secretary to Government, Revenue
Department, with one original enclosure to
be returned.
To the Collector of the Godavari District.

READ—the following Proceedings of the Board of Revenue, dated 15th April 1882,
No. 1052 :—

Read—the following letter from W. S. FOSTER, Esq., Collector of the Godavari
District, to the Secretary to the Board of Revenue, dated Cocanada,
25th March 1882, No. 109 :—

In continuation of my letter of the 3rd instant, No. 81, I have the honor to request that the words "As near the Head Locks as the steamer can possibly get" may be inserted opposite No. 3, Vijjheswaram, and No. 4, Bobberlanka, in Rule 5 of the revised rules submitted therewith. The Sub-Collector has not been able to fix definite places for landing, probably as the places might change according as the river is in freshes or otherwise. In the same rule the landing place at Rajahmundry was mentioned as the one opposite to "Gunduvuri Street." The Sub-Collector reports that a sand bank has formed in that place, and I therefore request that the words "opposite Gunduvuri Street" may be substituted by "a place near the Chattram Street."

2. I request that in Rule 7 the word "of" before the word "July" be omitted and that words "other than" be inserted in lieu, as the wording of the rule, as it at present stands, is not in accordance with the reasons given in paragraph 7 of my letter.

3. The rates of tolls mentioned in the first two columns in Rule 6 are at present applicable only to trips between Rajahmundry and Kovvur. I request that the words "between Kovvur and Vijjheswaram or between Vijjheswaram and Bobberlanka" may also be inserted in the heading of those columns, so that the same rates may be levied for trips between those places also. Similarly I request that the words "or between Kovvur and Bobberlanka" may be added to the heading of the last two columns.

Resolution—dated 15th April 1882, No. 1052.

Submitted to Government in continuation of Board's Proceedings, dated 29th
March 1882, No. 936.

(A true Copy and Extract.)

(Signed) E. GIBSON,
Acting Secretary.

To the Secretary to Government, Revenue
Department.
To the Collector of the Godavari District.

ORDER—dated 13th May 1882, No. 504, Revenue.

Miscellaneous.

The arrangements detailed in the papers read above have the approval of Government. The result of the experiment should be reported in due course.

2. The establishment recommended at the end of paragraph 7 of the Collector's letter, dated 3rd March 1882, is sanctioned.

3. Presumably the rules were introduced by the Collector on the 15th March last in anticipation of sanction, which is now accorded.

4. Rule 7 does not accord with paragraph 7 of the Collector's letter; the first sentence thereof should, it is presumed, run as follows :—

"During the months of November to June there will be two Gumastas."

(True Extract.)

(Signed) E. F. WEBSTER,
Acting Secretary to Government.

To the Board of Revenue, with one enclosure.
" Accountant-General.
" Public Works Department.
" Chief Engineer for Irrigation.

Exd. J. W. Fischer.

100 Copies.

Govt. of (1882) Madras.
REVENUE.

13TH MAY 1882, No. 504, REVENUE.

GOVERNMENT OF MADRAS.
REVENUE DEPARTMENT.

READ—the following Proceedings of the Board of Revenue, dated 29th March 1882, No. 936:—

Read—the following letter from W. S. FOSTER, Esq., Collector of the Godavari District, to the Secretary to the Board of Revenue, dated Cocanada, 3rd March 1882, No. 81:—

In reference to paragraph 2 of the Board's Proceedings of the 19th November last, No. 2881, I have the honor to submit herewith a revised set of rules for the working of the Steamer *Godavari* on the Rajahmundry Ferry agreeably to the suggestions made by Government in paragraph 3 of their Order, dated the 24th October last, No. 1574. There is no doubt, as the Government observed, as to the necessity of providing against danger to Radhari boats plying between Rajahmundry, Bobberlanka and Vijeshwaram, especially during the time of freshes. The traffic is also large between those places, but I doubt whether many of the traders would care to load and unload their goods in the boats at Vijeshwaram and Bobberlanka, except when there is actual necessity for it, as there may be during the freshes.

2. I thought of cutting down the number of trips each day by having one trip in the morning, the steamer leaving Rajahmundry at 8½ A.M. and returning at about 11, touching in the mean time Kovur, Vijeshwaram and Bobberlanka, and another in the evening between 2 and 5 P.M., touching respectively Bobberlanka, Vijeshwaram and Kovur. But the Sub-Collector thinks that it will be a great convenience to many, if it is arranged to bring to Rajahmundry early in the morning the people that come from Kovur and its neighbourhood, on the ground that they consist of persons that come almost every day early in the morning, so as to allow them sufficient time to attend to their business and return home the same evening, and of persons that bring in to Rajahmundry buttermilk and other fresh provisions. I have therefore allowed for this in the proposed rules, and this will be the first trip for the day. With regard to the suggestion of Government contained in paragraph 4 of their Order mentioned above, as to the passengers being dropped at Vadapalli on the trip to Vijeshwaram, I beg to state that this is objected to on the ground that this will cause some inconvenience to the people, as there is no accommodation for passengers at Vadapalli nor a good road between Vadapalli and Kovur, while there is a good choultry at the latter place.

3. The second and third trips I have adopted as proposed by the Sub-Collector, except that in the second trip I do not see the necessity of the steamer going to Kovur, which, if allowed, would amount to sending the steamer there for passengers three times in a day. This I consider unnecessary, while on the other hand if the steamer is not required to go to Kovur in that trip, it will arrive an hour earlier at Rajahmundry, and this will, I believe, be a great inducement, even when the river is not in freshes, to the passengers that come from almost all the taluks on the other side of the river who are at present not able to get their breakfast generally till about 1 or 2 P.M. owing to the Radhari boats taking a long time to cross the river. It is necessary that the steamer should go again in the evening to Kovur for taking back the persons that came in the morning from that side, as also to bring from the other side any that would come to Rajahmundry in the evening. It is also necessary to run the steamer twice

Order No. 1524 W dated 19th June 1882

Communicated
to the Superintending Engineer
First Circle.

Order, dated 13th May 1882, No. 504.

True Extract
J. S. Russell
Under Secy to Govt
D. H. D.

No. 1524 W of 19th June 1882

Steam Ferry — at Rajahmundry, Godavari —
Passing orders on papers regarding arrangements
for working the —

To The Suptg Engrs First Circle
Chief Engr for Revis

with order

every day between Rajahmundry, Bobberlanka and Vijeshwaram, as the passengers that would go on boats to places on the other side of the river cannot be expected to be ready to get into the steamer at 8 A.M.; a greater part of them would generally be the persons that had come from other places.

4. With regard to the rates of fees leviable between the different places on the ferry to which the steamer goes, I beg to state that under the present rules one rupee and eight annas are respectively to be levied for taking an elephant or a camel from Rajahmundry to Kovur during freshes, and the Sub-Collector has proposed to levy Rs. 2 and Rs. 1 respectively between Rajahmundry and Vijeshwaram or Bobberlanka during the same period. I consider these rates very low, as when either of those animals are taken on the steamer they take up a very great deal of room. A camel does not really take much less space than an elephant, as it is not such a quiet creature. I have therefore fixed the rates for each of these animals at Rs. 4 between Rajahmundry and Vijeshwaram or Bobberlanka, and Rs. 2 between Rajahmundry and Kovur. I have also entered proportionate rates for other months than during the freshes. It will be observed also that in fixing the rates for carrying things, &c., from Rajahmundry to Kovur, one-fourth of the fees fixed for the months during the freshes has been deducted in fixing the fees for other months. But in the proposed rates for trips between Rajahmundry and Vijeshwaram or Bobberlanka, the fees fixed for the months during the freshes are double those for other months. The Sub-Collector has not stated his reasons for observing this difference, but I believe that he has intended to lower the rates when the river is low between Rajahmundry and Vijeshwaram or Bobberlanka, where Radhari boats always ply with a view to show to the people that they can avail themselves of the advantages of crossing the ferry on the steamer at no great cost even when there is no apparent risk. I shall however ask the Sub-Collector if these were his reasons, and if not, I will address the Board again on the subject. I have nothing more to say with regard to the other rate of fees proposed by the Sub-Collector.

5. The Sub-Collector also proposed that owners of Radhari boats and dinghies may be allowed to get their boats and dinghies towed at the marginally-noted rates during all seasons of the year between Rajahmundry and Bobberlanka, Vijeshwaram or Kovur.

The suggestion is no doubt good, but I consider that the rates should be raised as follows when the river is in freshes:—

	RS.	A.	P.
Loaded Radhari boat	...	3	0
Unloaded do.	...	1	8
Loaded Dinghi	...	1	8
Unloaded do.	...	0	12

I see no reason why we should do away with this difference in this case. It strikes me that if Radhari boats are allowed to be towed by the steamer, there will be very few or no passengers or things for the steamer to carry, as I believe people would prefer to go on the boat so towed than on the steamer itself, as well as that when the boat-owners know that they can ferry any number of passengers or goods across the Godavari for the small amount stated above, they will try and induce the people to go in their boats at lower rates. This will be an apparent loss to Government. I would therefore propose that the above rates should be only for boats with their crew and the cargo therein, and that all passengers going on the boats towed by the steamer should pay what they would pay if they go on the steamer itself. At present there is no ferry established between Rajahmundry and Vijeshwaram or Bobberlanka, and if Government establish a ferry between each of those two places under Section 13 of the Canals and Ferry Act, 1870, the difficulties I have noticed can be avoided. But I defer making any proposals on the subject until we decide to continue the steam ferry.

6. It is probable that some of the boat-owners may wish to get any of their boats towed regularly each day all through the year or during the four months of

freshes. I therefore propose that any of such boat-owners be allowed to engage to get his boat towed in all the regular trips of the steamer on payment of a fixed amount per month. For a boat that would get towed twice in a day I would fix the fee per month at Rs. 45 during the four months beginning with July, and at Rs. 30 during the other months. These rates are, of course, only for cargo boats. Similarly for dinghies I would fix the amount at Rs. 25 and 15 respectively. If any boats or dinghies require to be towed only once in a day, half the above rates would be levied. With reference to the above remarks about towing Radhari boats and dinghies, the necessary rule has been added to the rules now submitted.

7. At present the establishment consists of two Gumastahs on Rs. 12 each and a Peon on Rs. 6, besides the crew of the steamer; one Gumastah remains at Rajahmundry and the other at Kovur. Now we have to arrange for the collection and issue of tickets and the collection of fees at Vijeshwaram and Bobberlanka: there will not be sufficient work at any of the stations except Rajahmundry for a separate Gumastah when the river is not in freshes. It is therefore proposed to arrange that one Gumastah and a Peon should remain at Rajahmundry always, and the other Gumastah and a Peon (to be newly entertained) should be on the steamer in all its trips to Kovur, Vijeshwaram or Bobberlanka, and collect the tickets from the passengers landing at each of those places, as also collect fees from, and issue tickets to, the passengers getting up the steamer. During the months when the river is in freshes, however, the work will be heavy and it will be necessary to locate a Gumastah at each of the places. I therefore request that the Board will be pleased to obtain the sanction of Government for the entertainment of an additional peon on Rs. 6 from the date on which the system of running the steamer will be brought into force, and two Gumastahs on Rs. 12 each only when the river is in freshes. With reference to this new arrangement about the collection of fees, &c., I have altered rules slightly.

8. In conclusion I beg to state that the Sub-Collector doubts "very much whether the running of the steamer to Bobberlanka and Vijeshwaram except during the freshes will be taken advantage of by passengers and merchants to any appreciable extent" and therefore strongly deprecates experiment being made before the freshes set in. But I cannot support this. Because Government have sanctioned the steamer being worked on the ferry experimentally for one year only, which will expire at the end of July next. The river generally begins to rise about the middle of June, and the months in which the river is said to be in good freshes are July, August, September and October. If we begin to introduce the new system of running the steamer on the 1st July, or even if we begin it on the 15th June, we will not have made the experiment for anything like a sufficient period. Moreover, I think there is not much necessity to make this experiment and see whether the receipts will be sufficient to cover the expenses or whether the people would make use of the steamer to a large extent during the freshes, as it is not supposed that it would be otherwise in that period. It is therefore essential to give a fair trial to the new system before the freshes set in, say for at least three months, so that we can form a pretty correct opinion as to how it would work financially. I would therefore, subject to the approval of the Board and Government, ask the Sub-Collector to run the steamer with reference to the proposed new rules from the 15th March, giving in the mean time due publicity to the rules.

ENCLOSURE—Revised Rules for working Rajahmundry Ferry.

Resolution—dated 29th March 1882, No. 936.

Submitted for the orders of Government.

2. The Collector proposes that the steamer should make three trips a-day, but the table of fares contains no provision for rates to be paid between Kovur and Vijeshwaram and Bobberlanka and between the last two places.

3. The proposals at paragraph 7 of the Collector's letter regarding the issue of tickets during the months when the river is not in fresh seem open to the objection

that the issue and collection of tickets will be entrusted to the same person, and consequently that there will be no check on the payments made.

4. As Mr. Foster states that these new arrangements were intended to come into force from the 15th March—although his letter reached the Board only on the 13th idem—it is presumed that they have been introduced in anticipation of sanction.

(A true Copy and Extract.)

(Signed) E. GIBSON,
Acting Sub-Secretary.

To the Secretary to Government, Revenue
Department, with one original enclosure to
be returned.
To the Collector of the Godavari District.

READ—the following Proceedings of the Board of Revenue, dated 15th April 1882,
No. 1052 :—

Read—the following letter from W. S. FOSTER, Esq., Collector of the Godavari
District, to the Secretary to the Board of Revenue, dated Cocanada,
25th March 1882, No. 109 :—

In continuation of my letter of the 3rd instant, No. 81, I have the honor to request that the words "As near the Head Locks as the steamer can possibly get" may be inserted opposite No. 3, Vijjheswaram, and No. 4, Bobberlanka, in Rule 5 of the revised rules submitted therewith. The Sub-Collector has not been able to fix definite places for landing, probably as the places might change according as the river is in freshes or otherwise. In the same rule the landing place at Rajahmundry was mentioned as the one opposite to "Gunduvuri Street." The Sub-Collector reports that a sand bank has formed in that place, and I therefore request that the words "opposite Gunduvuri Street" may be substituted by "a place near the Chattram Street."

2. I request that in Rule 7 the word "of" before the word "July" be omitted and that words "other than" be inserted in lieu, as the wording of the rule, as it at present stands, is not in accordance with the reasons given in paragraph 7 of my letter.

3. The rates of tolls mentioned in the first two columns in Rule 6 are at present applicable only to trips between Rajahmundry and Kovvur. I request that the words "between Kovvur and Vijjheswaram or between Vijjheswaram and Bobberlanka" may also be inserted in the heading of those columns, so that the same rates may be levied for trips between those places also. Similarly I request that the words "or between Kovvur and Bobberlanka" may be added to the heading of the last two columns.

Resolution—dated 15th April 1882, No. 1052.

Submitted to Government in continuation of Board's Proceedings, dated 29th March 1882, No. 936.

(A true Copy and Extract.)

(Signed) E. GIBSON,
Acting Secretary.

To the Secretary to Government, Revenue
Department.
To the Collector of the Godavari District.

ORDER—dated 13th May 1882, No. 504, Revenue.

Miscellaneous.

The arrangements detailed in the papers read above have the approval of Government. The result of the experiment should be reported in due course.

2. The establishment recommended at the end of paragraph 7 of the Collector's letter, dated 3rd March 1882, is sanctioned.

3. Presumably the rules were introduced by the Collector on the 15th March last in anticipation of sanction, which is now accorded.

4. Rule 7 does not accord with paragraph 7 of the Collector's letter; the first sentence thereof should, it is presumed, run as follows :—

"During the months of November to June there will be two Gumastas."

(True Extract.)

(Signed) E. F. WEBSTER,
Acting Secretary to Government.

To the Board of Revenue, with one enclosure.
" Accountant-General.
" Public Works Department.
" Chief Engineer for Irrigation.

Exd. J. W. Fischer.

100 Copies.