No. 1639 W. d/28th June/82

1882

No 87 Statt in K Regelia

Revised Rules for the regulation of the Navigation of the Godavari and Kistna Delta Canals.

Sanctioned in G.O., No. 481 *I., 1st September* 1879 *; No.* 715 *I., 18th April* 1881 *; No.* 484 *I., 3rd August* 1881 *; and No.* 651 *I., 28th September* 1881.

I.—No vessel or raft will be allowed to enter or make use of any canal, unless the owner shall have previously taken out a license, or unless toll shall have been paid as hereinafter provided.

II.—Licenses will be issued for steamers, cargo boats, and passenger boats for the calendar year only, and will entitle the holder to navigate the canals of the delta for which the license may be issued, by the vessel named in the license, so long as the canals may be opened for navigation, from the 1st January to the 31st December inclusive. Every owner of a vessel desiring to obtain a license shall apply in person or by letter to an officer* empowered to register boats giving—

* Executive Engineer of Division, Officer in charge of Executive Division.

(1) the name, or names if there be more than one, of the owner or owners ;

(2) the place of residence of the owner or owners ;

(3) the place where, and the year in which, the vessel was built ;

(4) the calendar year for which the license is desired.

The additional particulars required to be given in the case of steamers are detailed in the form of license.

III.—Every vessel licensed for the conveyance of cargo will be required to pay a license fee as follows for the year 1882, and for subsequent years until further notice :—

For the Godávari Delta	...	...	...	...	...	3½ rupees a ton.
Do. Kistna do.	...	...	...	...	...	2⅓ do.

N.B.—Godávari Delta licenses will pass vessels through the Ellore lock, and as far as the West Tammileru Toll Station, but no farther.

IV.—The capacity or tonnage of any vessel for the conveyance of cargo will be ascertained in the following manner :—

Length.—At half the central depth, between stern and fore-posts ;

Breadth.—One-sixth the sum of five widths taken at equal distances or one-sixth of the length, as above defined ; the widths are to be measured from the rib on one side to the planking (skin) on the other side.

Depth.—At the centre of the vessel, measured from the top of keelson to the under side of the deck planking in decked vessels, or to top of gunwale in open, or passenger vessels. The product of these measurements, in feet, divided by 75† with 15 per cent. deducted for the crew, &c., will give the tonnage on which a license fee will be chargeable.

† 75 cubic feet of space in the hold to be taken as equivalent to one ton.

V.—On payment of the license fee according to the scale above fixed, a license will be delivered to the owner of a cargo boat, or to any one authorised by him to receive it, which will entitle the vessel to the free use of all the canals of the delta named in the license without any other payment whatever, provided that, if a vessel, after the issue of a license, be enlarged, it shall not again ply until it has been

remeasured and a new license issued. The new license will be granted on surrender of the previous license, and on payment of the prescribed rate per ton on the difference between the old and new tonnage. The penalty for using on the canals an enlarged boat without a new license is a double license fee with perhaps suspension of license also, *vide* Bye-law 17.

VI.—The number of the license granted for a cargo boat must be painted in conspicuous figures, not less than four inches in length, in English and Telugu, on both bows of the vessel, and the tonnage of the vessel shall be also marked by figures of an equal size, cut* in and afterwards painted, on a conspicuous place on the stern.

* In the case of wooden vessels.

These marks must be put on the vessel, before it commences to use the canals, at the expense of the owner, who will be held responsible that they are not defaced or obliterated.

VII.—Vessels adapted for the conveyance of passengers, *i.e.*, having a covered space for their protection, may be registered as passenger vessels, and may obtain licenses from a Registry Officer, for the current calendar year, or during the months of October, November or December for the ensuing† calendar year on furnishing or giving the information required by Rule II (1, 2, 3, 4), on the following terms and conditions, which are applicable to both deltas. Passenger vessels will be measured for tonnage under Rule IV, and they will be licensed to carry one passenger for every five square feet of deck space. This deck space will be measured as follows :—

† This provision will apply also to cargo boats and to all descriptions of vessels.

Length.—At deck level over all ;

Breadth.—One-sixth of the sum of five widths taken at equal distances of one-sixth of the length as above.

Two classes of passenger vessels will be recognized as eligible to use the delta canals :—

First-class Vessels.—Those for which the fares to be charged, and the caste of the passengers to be carried, are left optional with the owners of the boats.

Second-class Vessels.—Those of which the owners undertake, and by the acceptance of a license have undertaken, to convey all passengers, for whom there is space according to the above regulation, irrespective of caste, at rates not exceeding the following maxima, viz. :—

In the general cabin 2 pies per mile per passenger (including one cooly load of luggage). In reserved fore or aft cabins, 3 pies per mile for every five square feet of cabins (including a cooly load of baggage for every five square feet of space). Any passenger paying the full hire for a reserved cabin will be entitled to its exclusive use. A single party will be allowed to engage a second-class boat only by permission of the Registry Officer. The license fees chargeable for vessels registered as passenger vessels will be as follows :—

First-class vessels	7 rupees a ton.
Second-class do.	5 do. do.

N.B.—Godávari Delta licenses will pass vessels through the Ellore lock, and as far as the West Tammileru Toll Station, but no farther.

VIII.—The number of the license issued for a passenger vessel must be painted on the bows in the manner prescribed for cargo vessels.

The number of passengers which a passenger vessel may be licensed to carry will be entered in the license, and this number must be legibly and conspicuously painted on the stern of the vessel, in addition to the number denoting the tonnage.

IX.—Passenger vessels may carry cargo as well as passengers, subject to the conditions :—

(1) That second-class vessels must convey passengers, if required to do so, in preference to cargo ;

(2) That the quantity of cargo carried be not greater than the registered tonnage, less 400 lbs. for each passenger on board.

X.—Vessels, the private property of individuals making use of the canals, but not carrying passengers or goods, or plying for hire, will be licensed for a calendar year on payment of a fee of Rs. 15.

The number of the license issued to a vessel of this class must be painted on the bows in English and Telugu figures ; but, provided the figures are clearly legible, this marking may be done in an ornamental manner to suit the wishes of the owner.

XI.—Pleasure boats used for rowing on the canals, but not carrying passengers or goods, will be licensed for a calendar year on payment of a fee of 5 rupees.

XII.—No person who has taken out a license for the navigation of the canals shall have any claim to compensation in consequence of the closure of all or any of the canals for repairs, or because of want of water, or of any other impediments to navigation. Although no claim to compensation can be recognized, and no refund of license fee will be made under any circumstances, if from any work of repair or alteration through communication by the canals of any section of a delta is entirely cut off for more than three consecutive months, an abatement will be made, on renewal of license for the ensuing year, in proportion to the period of closure in excess of three consecutive months, *e.g.*, a closure of any main canal, or of the Cocanada. Sámalkót, and Coringa canals, or of the Narsápur and Ellore canals for four consecutive months would allow of an abatement of one-ninth of the fee ; but if communication between Ellore or Narsâpur and Cocanada, and between Amalápuram and Cocanada be not interrupted for more than three consecutive months, no abatement will be allowed.

XIII.—(1) Rafts not exceeding 90 feet in length, 12 feet in breadth, 3 feet in draught, will be permitted to navigate the canals on payment of the undermentioned tolls for a single journey in one direction between the head and end of either Delta, or *vice versâ*.

Rafts of teak timber, either in log or squared.	Tolls for each 100 square feet 4 annas.
Rafts of jungle poles (bazulu) or bamboos.	Do. do. 2 do.

Fractions of more than 50 square feet will be charged as 100 square feet, and lesser fractions will not be charged for.

(2) No raft will be passed through any lock, or allowed to pass any toll station without the production of a toll ticket.

(3) No raft will after a lapse of 20 days from the date of issue of its last toll ticket be passed through any lock, or allowed to pass any toll station, without repayment of toll on its then measurement.

(4) No raft will be allowed to remain for more than 20 days from the date of issue of its last toll ticket in the canal, or canals, constituting a single journey under clause (1) of this rule, without repayment of toll on its then measurement.

(5) Rafts when moored must be securely fastened to the canal bank at both ends ; and between sunset and sunrise must show a clear light at the upstream outer corner.

(6) Rafts which may be moored in positions in which, either from the narrowness of the canals, or for other reasons, they obstruct navigation, must be divided, reduced in width, or removed elsewhere, as may be directed.

(7) In the case of rafts destined for Ellore and taking out a toll ticket in the Godávari, the western limit of the single journey will be the West Tammileru aqueduct toll station. No payment of toll will, therefore, be required at the Ellore Lock.

XIV.—Unlicensed vessels, and vessels licensed to navigate the Buckingham canal but not holding delta licenses, will be allowed to navigate the canals of the deltas on the conditions below mentioned :—

1. All unlicensed vessels must be measured for tonnage under Rule IV, and must have their tonnage marked on the stern under Rule VI.

remeasured and a new license issued. The new license will be granted on surrender of the previous license, and on payment of the prescribed rate per ton on the difference between the old and new tonnage. The penalty for using on the canals an enlarged boat without a new license is a double license fee with perhaps suspension of license also, *vide* Bye-law 17.

VI.—The number of the license granted for a cargo boat must be painted in conspicuous figures, not less than four inches in length, in English and Telugu, on both bows of the vessel, and the tonnage of the vessel shall be also marked by figures of an equal size, cut* in and afterwards painted, on a conspicuous place on the stern.

* In the case of wooden vessels.

These marks must be put on the vessel, before it commences to use the canals, at the expense of the owner, who will be held responsible that they are not defaced or obliterated.

VII.—Vessels adapted for the conveyance of passengers, *i.e.*, having a covered space for their protection, may be registered as passenger vessels, and may obtain licenses from a Registry Officer, for the current calendar year, or during the months of October, November or December for the ensuing† calendar year on furnishing or giving the information required by Rule II (1, 2, 3, 4), on the following terms and conditions, which are applicable to both deltas. Passenger vessels will be measured for tonnage under Rule IV, and they will be licensed to carry one passenger for every five square feet of deck space. This deck space will be measured as follows :—

† This provision will apply also to cargo boats and to all descriptions of vessels.

Length.—At deck level over all ;

Breadth.—One-sixth of the sum of five widths taken at equal distances of one-sixth of the length as above.

Two classes of passenger vessels will be recognized as eligible to use the delta canals :—

First-class Vessels.—Those for which the fares to be charged, and the caste of the passengers to be carried, are left optional with the owners of the boats.

Second-class Vessels.—Those of which the owners undertake, and by the acceptance of a license have undertaken, to convey all passengers, for whom there is space according to the above regulation, irrespective of caste, at rates not exceeding the following maxima, viz. :—

In the general cabin 2 pies per mile per passenger (including one cooly load of luggage). In reserved fore or aft cabins, 3 pies per mile for every five square feet of cabins (including a cooly load of baggage for every five square feet of space). Any passenger paying the full hire for a reserved cabin will be entitled to its exclusive use. A single party will be allowed to engage a second-class boat only by permission of the Registry Officer. The license fees chargeable for vessels registered as passenger vessels will be as follows :—

First-class vessels	...	...	...	...	...	...	7 rupees a ton.
Second-class do.	...	...	...	...	...	...	5 do. do.

N.B.—Godávari Delta licenses will pass vessels through the Ellore lock, and as far as the West Tammileru Toll Station, but no farther.

VIII.—The number of the license issued for a passenger vessel must be painted on the bows in the manner prescribed for cargo vessels.

The number of passengers which a passenger vessel may be licensed to carry will be entered in the license, and this number must be legibly and conspicuously painted on the stern of the vessel, in addition to the number denoting the tonnage.

IX.—Passenger vessels may carry cargo as well as passengers, subject to the conditions :—

(1) That second-class vessels must convey passengers, if required to do so, in preference to cargo ;

(2) That the quantity of cargo carried be not greater than the registered tonnage, less 400 lbs. for each passenger on board.

X.—Vessels, the private property of individuals making use of the canals, but not carrying passengers or goods, or plying for hire, will be licensed for a calendar year on payment of a fee of Rs. 15.

The number of the license issued to a vessel of this class must be painted on the bows in English and Telugu figures ; but, provided the figures are clearly legible, this marking may be done in an ornamental manner to suit the wishes of the owner.

XI.—Pleasure boats used for rowing on the canals, but not carrying passengers or goods, will be licensed for a calendar year on payment of a fee of 5 rupees.

XII.—No person who has taken out a license for the navigation of the canals shall have any claim to compensation in consequence of the closure of all or any of the canals for repairs, or because of want of water, or of any other impediments to navigation. Although no claim to compensation can be recognized, and no refund of license fee will be made under any circumstances, if from any work of repair or alteration through communication by the canals of any section of a delta is entirely cut off for more than three consecutive months, an abatement will be made, on renewal of license for the ensuing year, in proportion to the period of closure in excess of three consecutive months, *e.g.*, a closure of any main canal, or of the Cocanada. Sámalkót, and Coringa canals, or of the Narsápur and Ellore canals for four consecutive months would allow of an abatement of one-ninth of the fee ; but if communication between Ellore or Narsâpur and Cocanada, and between Amalápuram and Cocanada be not interrupted for more than three consecutive months, no abatement will be allowed.

XIII.—(1) Rafts not exceeding 90 feet in length, 12 feet in breadth, 3 feet in draught, will be permitted to navigate the canals on payment of the undermentioned tolls for a single journey in one direction between the head and end of either Delta, or *vice versâ*.

Rafts of teak timber, either in log or squared.	} Tolls for each 100 square feet 4 annas.			
Rafts of jungle poles (bazulu) or bamboos.	}	Do.	do.	2 do.

Fractions of more than 50 square feet will be charged as 100 square feet, and lesser fractions will not be charged for.

(2) No raft will be passed through any lock, or allowed to pass any toll station without the production of a toll ticket.

(3) No raft will after a lapse of 20 days from the date of issue of its last toll ticket be passed through any lock, or allowed to pass any toll station, without repayment of toll on its then measurement.

(4) No raft will be allowed to remain for more than 20 days from the date of issue of its last toll ticket in the canal, or canals, constituting a single journey under clause (1) of this rule, without repayment of toll on its then measurement.

(5) Rafts when moored must be securely fastened to the canal bank at both ends ; and between sunset and sunrise must show a clear light at the upstream outer corner.

(6) Rafts which may be moored in positions in which, either from the narrowness of the canals, or for other reasons, they obstruct navigation, must be divided, reduced in width, or removed elsewhere, as may be directed.

(7) In the case of rafts destined for Ellore and taking out a toll ticket in the Godávari, the western limit of the single journey will be the West Tammileru aqueduct toll station. No payment of toll will, therefore, be required at the Ellore Lock.

XIV.—Unlicensed vessels, and vessels licensed to navigate the Buckingham canal but not holding delta licenses, will be allowed to navigate the canals of the deltas on the conditions below mentioned :—

1. All unlicensed vessels must be measured for tonnage under Rule IV, and must have their tonnage marked on the stern under Rule VI.

2. All delta passenger vessels must similarly be measured for tonnage under Rule IV, and have their tonnage marked on the stern under Rule VI.

3. The tonnage figures will be preceded by the letter T to distinguish them, in the case of passenger boats, from the figures denoting number of passengers allowed to be carried.

4. All vessels will be required to pay tolls as follows for the navigation of canals of a delta for which they may not have taken out licenses, but Buckingham canal vessels may, at their option, take out licenses for either or both deltas, and so obtain permission to navigate the delta canals without payment of tolls.

For a single journey between the head and end of either delta, or *vice versâ*, such toll being leviable at the head or terminal lock according as the journey may be down or up-stream.

Four annas per registered ton.

The pass or toll ticket granted on the toll being paid will clear the vessel through the section of the delta for which it may be issued, for a single journey only, in one direction, and a second toll of like amount will have to be paid by any boat holding a pass for a journey up-stream and wishing to proceed down-stream on the same, or another canal, or *vice versâ*. Every head and tail lock will be a toll station, and such stations will be established at or near the end of each individual canal. A list of the toll stations in each delta will be affixed to a notice board at each station. The toll ticket or pass must be shown at every toll station which may be passed, and no unlicensed boat will be allowed to proceed without a ticket covering the journey in the intended direction.

N.B.—Godávari Delta toll tickets for the Ellore canal down journey will pass vessels through the Ellore lock and as far as West Tammileru aqueduct but no farther.

XV.—Steam vessels will be permitted to navigate the canals under the following rules :—

1. All steamers desiring to use the canals shall be inspected by a Registry Officer, who shall see that they are so constructed as not to damage the canal banks when going at the maximum speed allowed for steamers. The Registry Officer will also see that the machinery is in fair working order, and that the boilers are provided with proper gauges and safety valves, and are apparently in safe condition. The funnels of all steamers worked by high pressure steam, or using any blowing apparatus, must be provided with efficient spark-catchers, unless it be proved to the satisfaction of the Registry Officer that when going at full speed the sparks emitted from the funnel are so small as not to be likely to cause damage.

2. The size of steamers to be licensed, or admitted to the canals on payment of toll, shall not exceed 90 feet in length or 13 feet in width over all measurement, and the maximum draft allowable will be $3\frac{3}{4}$ feet.

3. Every steamer, when not moored, shall carry the following lights between sunset and sunrise :—

A bull's-eye bright red light on the port (left) side.
A do. green do. starboard (right) side.

The bull's-eye to be not less than 8 inches in diameter. The lights to be so placed and fitted that both may be visible only from a point ahead of the vessel, and so as not to be obscured by any of the fittings, cargo, or passengers. Subject to these provisions the lights may be placed on the front or on top of the cabin, at the sides of the vessel near the bow, or on supports specially provided for the purpose.

When moored a steamer shall show a clear and bright light at the up-stream end of the vessel, which light must be fixed at not less than 4 feet above water.

4. Subject to Rule XV-1, no steamer shall travel at a greater speed than ten miles per hour by day, or five miles per hour by night.

5. When steamers meet one another on the canals, they shall keep to the right; when one overtakes another the fastest shall pass to the port or left side; when meeting or passing boats under sail they shall keep on the windward side; when passing boats that are being towed they shall keep to the outside, *i.e.*, to the side away from the tow line.

6. Steamers shall reduce their speed to three miles an hour when they come within half a mile of a lock, and shall then whistle to give notice of their approach to the lock establishment. Steamers must be warped into and out of locks, and will not be allowed to use their propellers until quite clear of the locks.

7. Steamers shall reduce speed to four miles an hour when they come within sight of other boats, and when within 100 yards of a boat the steam whistle shall be used.

8. The license fees to be paid by steamers shall be at the rate of $7\frac{1}{2}$ rupees per ton, and the measurement shall be ascertained in the manner prescribed for cargo boats. An allowance of one-third of the gross tonnage will be made for the machinery and bunkers.

9. Steamers that do not require to use the canals frequently, may obtain toll tickets, for which the charge shall be at double the rates prescribed for other vessels.

10. Steamers shall not be allowed to enter or navigate the canals without a license or a toll-ticket, which shall be produced whenever demanded by any canal officer.

11. In the event of a steamer committing damage to any of the works of the canals or to any Government property in them, the steamer's license or toll ticket shall be taken away, and it shall not be allowed to use the canals until the cost of repairing the damage has been estimated, and the owner has paid the amount, or until security has been given for such payment, but a pass shall be given it to enable it to clear out of the canals.

12. All steamers taking out licenses will be required to have their registered numbers and tonnage painted on them in the manner prescribed for cargo-boats, and every steamer, desiring to use the canals without taking out a license, must, before the navigation of the canals by it will be permitted, obtain an inspection certificate* from a Registry Officer, and must produce such certificate when applying for a toll ticket. A certificate will be of value for twelve months only from its date.

* Under Rule XV 1.

XVI.—Clause 11 of Rule XV will be applicable also to vessels other than steamers damaging canal works or Government property.

N.B.—Steamers possessing Godávari licenses, or having paid toll for the Ellore Canal down journey, will be passed through the Ellore lock without further charge, and can proceed to any point east of the West Tammileru aqueduct.

(Signed) JOHN MULLINS, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

BYE-LAWS.

Sanctioned in G.O., No. 877 *I., 4th November* 1878 *; No.* 434 *I., 9th July* 1881 *; and No.* 852 *I., 12th December* 1881.

No vessel shall moor on towing path side if there be only one tow-path, or on windward side of a canal if there be two tow-paths, except when actually loading or unloading.

2. No cargo shall be loaded or unloaded and no passengers be shipped or landed at any lock, or on any masonry work other than the quays or wharfs specially provided for the purpose.

3. No vessel shall be repaired in any canal at any time without the written permission of the Registry Officer or Executive Engineer, and then only at the place and during the time named in the written permission. Materials used in the repair of vessels will, unless removed from the canal before, or at the time of, the vessel's departure, be confiscated, and any expense incurred in their removal must be paid by the owner of the vessel under penalty of suspension of license until it be paid.

4. No vessel shall moor in a lock channel, either above or below a lock, as defined in each case by notice boards put up by the Executive Officer or, under his orders.

5. Vessels when moored shall have masts down ; shall be made fast head and stern to the bank, in a single line ; and shall be left in charge of a man.

6. When vessels meet, that going with the current shall give way ; that going against the current shall hold its course. Steamers will, however, give way in all cases to other vessels.

7. In the case of vessels going the same way, cargo vessels shall give way to passenger vessels, and steamers to both.

8. No person, unless duly authorised, shall interfere with the locks or their machinery.

9. No raft of larger dimensions than 90 feet in length by 12 feet in breadth, or of more than 3 feet draught, will be allowed on the canals, and rafts found in excess of these dimensions will be stopped until they are reduced, and a fresh toll paid under Rule XIII (1).

10. Every licensed vessel shall have its license always on board, and shall produce the same to the Executive Engineer, or other Government officer having authority to demand it, failing which the owner will be obliged to take out a fresh license under the rules. The charge for the issue of a duplicate license will be Rs. 2.

11. When required by the Executive Engineer, the Superintendent or Assistant Superintendent of Police, or by a Magistrate, a passenger vessel must stop at any place to have the number of passengers on board counted and the cargo weighed. The Executive Engineer is also authorised, at his discretion, to specially empower in writing any Sub-divisional Officer to examine passenger vessels, should he find it necessary to do so.

12. Every cargo vessel must carry at least one clear and bright light between sunset and sunrise, which light must be fixed not less than 4 feet above water, at the up stream end of the vessel when moored, and at the fore end when moving.

Every raft must carry a similar light at the fore end when moving, and at the up stream outer corner when moored.

13. Every passenger vessel must between sunset and sunrise carry two lights at least, one for the passengers below deck, and a second at not less than four feet above water, at the fore end when moving, and at the up-stream end when moored.

14. All vessels plying for hire shall be liable to inspection by Executive and Assistant Engineers, who are hereby empowered to withdraw the licenses of such as are not maintained in a proper state of repair or cleanliness, until they are fit for re-employment.

15. Executive Engineers and Assistant Engineers in charge of sub-divisions, shall have power to suspend the license of any vessel on account of the infringement of any of the rules or bye-laws by the crew, for periods not exceeding those noted below :—

For a first offence	...	15 days.
,, second ,,	...	30 ,,
,, third ,,	...	60 ,,

and for a fourth offence the license will be liable to be cancelled. Similarly unlicensed vessels will be liable to a summary fine not exceeding the amount of a toll ticket, or to exclusion from the canals for periods equal to those for which, if licensed, their licenses would be liable to suspension, or to both. In the case of an infringement of bye-law 12 by a raft, a fine of 1 rupee will be inflicted for each offence, until payment of which the raft will not be passed through any lock, or allowed to pass any toll station.

16. Superintending Engineers will exercise the same powers as Executive Engineers under these bye-laws.

17. The penalty for infringement of the latter part of Rule V, will be a double charge for the new license, in addition to any suspension of license which may be ordered.

18. No vessel exceeding 90 feet in length or 13 feet in breadth or the draught of which exceeds $3\frac{3}{4}$ feet will be allowed to enter or to navigate the canals without the special sanction in writing of a Registry Officer, which will be given only to meet exceptional cases, and no licenses (annual) will be issued to vessels exceeding these limits without the sanction of the Chief Engineer for Irrigation.

19. Officers in charge of canals are empowered summarily to remove vessels which may have sunk in a canal waterway, or rafts which have been in the canal, or canals, constituting a single journey under Rule XIII, for more than 20 days, and shall have failed to pay on demand the fresh toll leviable under Rule XIII (4), and to recover cost of removal afterwards.

Vessels sunk, abandoned or left for more than three days without a man in charge, will be dealt with as follows :—

(*a*) If the vessel be licensed a notice will be sent by post, by the officer in charge of the canal, to the registered owner requiring him to remove the vessel within 15 days. Failing such removal the vessel will be sold by auction after giving not less than 15 days' notice of intended sale in the District Gazette ;

(*b*) in the case of unlicensed vessels a notice will be published in the District Gazette requiring the removal of the vessel within 15 days, and stating that if not so removed the vessel will be sold by auction. Such sale may be fixed to take place on any date not prior to 30 days from the date of the publication of the notice to remove.

Owners applying to recover possession of vessels or rafts referred to in this bye-law must, before their removal will be permitted, pay all expenses which may have been incurred.

The sale proceeds of a vessel sold under this bye-law will be available to meet all expenses incurred in the removal and sale of such vessel, and to repair all damage which may have resulted to the canal from its being sunk or abandoned therein. Any balance remaining will be paid to the owner if claimed within three months from the date of sale ; otherwise such balance will be carried to the credit of Government.

(Signed) JOHN MULLINS, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.
Irrigation Branch.

License for Private or Pleasure Vessel for the Calendar Year 188 .

No. _____ Delta.
Name of owner _____
Residence of owner _____
Vessel built at _____
„ „ in the year _____
Description of vessel _____

Fee paid, Rs. fifteen.
Date of issue _____
Issued by the Registry Officer at _____

Signature _____

License for Cargo Vessel for the Calendar Year 188 .

No. _____ Delta.
Name of owner _____
Residence of owner _____
Vessel built at _____
„ „ in the year _____

Measurement for Tonnage.			Extreme breadth including gang boards.	Cubic Feet.	Gross Tonnage.	Deduct 15 per cent.	Tonnage for License.	Fee.
Length, Feet.	Breadth, Feet.	Depth, Feet.						
								Rs. A. P.

Number of tons _____
Fee paid, Rs. _____
Date of issue _____
Issued by the Registry Officer at _____

Signature _____

License for Passenger Vessel, First Class, for the Calendar Year 188 .

No. _____ Delta.
Name of owner _____
Residence of owner _____
Vessel built at _____
„ „ in the year _____
Number of passengers to be carried _____

Measurement for tonnage.			Extreme breadth including gang boards.	Cubic Feet.	Gross Tonnage.	Deduct 15 per cent.	Tonnage for license.	Fee.
Length, Feet.	Breadth, Feet.	Depth, Feet.						
								Rs. A. P.

Number of tons _____
Fee paid rupees _____
Date of issue _____
Issued by the Registry officer at _____

Signature _____

N.B.—The counterfoils of all licenses to be counterparts of the licenses.

[On the reverse of the license.]

N.B.—1. The quantity of cargo which may be carried is the registered tonnage less 400 lbs. for each passenger on board.

2. The fares to be charged and the caste of passengers to be carried are optional with the holder of this license.

License for Passenger Vessel, Second Class, for the Calendar Year 188 .

No._____ Delta.

Name of owner_____

Residence of owner_____

Vessel built at_____

„ „ in the year_____

Number of passengers to be carried ... ... { Fore Cabin _____ / General do. _____ / Aft do. _____

Total Number _____

Measurement for tonnage.			Extreme breadth including gang boards.	Cubic Feet.	Gross Tonnage.	Deduct 15 per cent.	Tonnage for license.	Fee.
Length, Feet.	Breadth, Feet.	Depth, Feet.						Rs. A. P.

Number of tons_____

Fee paid rupees_____

Date of issue_____

Issued by the Registry officer at_____

Signature_____

[On the reverse of the license.]

N.B.—1. The quantity of cargo which may be carried is the registered tonnage less 400 lb. for each passenger on board.

2. The holder of this license is required to carry in the general cabin any persons requiring a passage, without reference to caste, at a maximum fare of 2 pies a mile for each passenger, and in the fore and aft cabins at a maximum fare of 3 pies a mile per five square feet of cabin, any passenger paying the full hire for the cabin being entitled to its exclusive use.

License for Steam Vessel for the Calendar Year 188 .

No._____ Delta.

Name of owner_____

Residence of owner_____

Name of vessel_____

Vessel built at_____

Vessel built in the year_____

Description of propeller_____

„ of engines_____

„ of boiler_____

Working pressure of steam_____

Extreme length, feet_____

„ breadth, „ _____

„ draught of water, feet_____

Measurement for Tonnage.			Extreme breadth including gang boards.	Cubic Feet.	Gross Tonnage.	Deduct 33⅓ per cent.	Tonnage for License.	Fee.	——
Length, Feet.	Breadth, Feet.	Depth, Feet.						Rs. A. P.	

Number of tons_____

Fee paid, Rs._____

Date of issue_____

Issued by the Registry Officer at_____

Signature_____

Inspection Certificate for Steam Vessel.

No._____ Delta.

Name of owner_____

Residence of owner_____

Name of vessel_____

Vessel built at_____

„ „ in the year_____

Description of propeller_____

„ of engines_____

„ of boiler_____

Working pressure of steam_____

Extreme length, feet_____

„ breadth, „ _____

„ draught of water, feet_____

The steamer above described has been inspected under Rule XV-1, and is certified to be admissible to the Delta Canals.

Date of issue_____

Issued by the Registry Officer at_____

Signature_____

N.B.—This certificate will cease to be of value 12 months after its date—*vide* Rule XV.-12.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.

No. 17.

READ—the following papers :—

To the Superintendent of Works,	Godávari,	dated	10th	September	1881,	No.	120 G.D.
To the "	Kistna,	"	10th	"	"	"	79 K.S.
From the "	"	"	30th	"	"	"	1343.
From the "	Godávari,	"	23rd	"	"	"	1654.
From the "	"	"	7th	October	"	"	142 G.D.
To the "	"	"	10th	January	1882,	"	630 G.D.
From the "	"	"					

READ—the following endorsement from Colonel. JOHN MULLINS, R.E., Chief Engineer for Irrigation, dated Masulipatam, 18th February 1882, No. 35 I. :—

Submitted for the consideration of Government.

2. In paragraphs 5 and 6 of this office endorsement printed in Proceedings of the Madras Government, No. 651 I., of the 28th September 1881, it was mentioned that a revision of the rules relating to the navigation of Delta Canals by rafts was considered necessary, and that after consultation with the Superintendents of Works, Kistna and Godávari, definite proposals would be submitted to Government.

No. 124 I., dated 10th September 1881.

3. The regulations at present applicable to rafts are marginally noted, and they are—

Navigation Rule XIII.
Do. Bye-law 9 and under G.O., 434 I., of 9th July 1881, Bye-laws 12 and 15.

1*st*, that a charge of 1 rupee a raft is to be made at the delta head locks ;
2*nd*, that the maximum dimensions of rafts are 95 feet by 13 feet and a draft of 3 feet ;
3*rd*, that a light must be shown at night under a penalty of 1 rupee fine for each offence ;
4*th*, that rafts which obstruct navigation must be divided or removed elsewhere as directed ;

4. The defects in these regulations are that—

1*st*, the charge for the use of the canals by rafts is nominal ;
2*nd*, the time during which rafts may remain in the canals is unlimited ;
3*rd*, on canals such as the Ellore and Samalkót, on which there are no locks for long distances, there are practically no means of enforcing attention to the rules.

5. Rafts have become, more especially at Ellore and Bezváda, a great nuisance. It would be very desirable to get rid of them altogether, and it has been noticed with satisfaction that this year the practice of transferring the contents of rafts to boats has been introduced, and already prevails to a considerable extent. It is hoped, therefore, that with higher charges on, and more stringent regulations for, rafts, these will ere long disappear from the canals altogether.

6. It will be noticed that the Superintending Engineer, First Circle, is opposed to the measurement of rafts at toll stations, and he has proposed instead fixed charges per raft. It would, however, not be practicable to secure this simplicity without making the charge prohibitive, for rafts vary much in size and consequently in value even at the head of the delta. They may require to have their destination altered after reaching some place at which more or less of the contents may have been sold. As a matter of equity, therefore, measurements become unavoidable, they are very simple, and they will be taken only at toll stations as a rule and elsewhere by responsible officers as an exception ; the charge also per unit of measurement will be small.

7. The following are the revised regulations recommended for sanction :—

(1.) Rafts not exceeding 90 feet in length, 12 feet in breadth, 3 feet in draught, will be permitted to navigate the canals on payment of the undermentioned tolls for a single journey in one direction between the head and end of either delta or *vice versa* :— Revised Rule XIII.

	Tolls for each 100 Square feet.
Rafts of teak timber, either in log or squared ...	4 annas.
Do. of jungle poles (bazulu) or bamboos ...	2 do.

Fractions of more than 50 square feet will be charged as 100 square feet, and lesser fractions will not be charged for.

(2.) No raft will be passed through any lock, or allowed to pass any toll station, without the production of a toll ticket.

(3.) No raft will, after a lapse of twenty days from the date of issue of its last toll ticket, be passed through any lock, or allowed to pass any toll station, without repayment of toll on its then measurement.

(4.) No raft will be allowed to remain for more than twenty days, from the date of issue of its last toll ticket, in the canal, or canals constituting a single journey under clause (1) of this rule, without repayment of toll on its then measurement.

(5.) Rafts when moored must be securely fastened to the canal bank at both ends; and between sunset and sunrise must show a clear light at the upstream outer corner.

(6.) Rafts which may be moored in positions in which, either from the narrowness of the canal or for other reasons, they obstruct navigation, must be divided, reduced in width, or removed elsewhere, as may be directed.

(7.) In the case of rafts destined for Ellore and taking out a toll ticket in the Godávari, the western limit of the single journey will be the West Tummileru aqueduct toll station. No payment of toll will therefore be required at the Ellore lock.

No raft of larger dimensions than 90 feet in length by 12 feet in breadth, or of more than 3 feet draught, will be allowed on the canals, and rafts found in excess of these dimensions will be stopped until they are reduced and a fresh toll paid under Rule XIII (1). Revised Bye-law 9.

Every cargo vessel must carry at least one clear and bright light between sunset and sunrise, which light must be fixed not less than 4 feet above water, at the upstream end of the vessel when moored, and at the fore end when moving. Revised Bye-law 12.

Every raft must carry a similar light at the fore end when moving, and at the upstream outer corner when moored. G.O., No. 434 I., of 9th July 1881.

Executive Engineers and Assistant Engineers.....liable to suspension or to both. In the case of an infringement of Bye-law 12 by a raft, a fine of 1 rupee will be inflicted for each offence, until payment of which the raft will not be passed through any lock or allowed to pass any toll station. Bye-law 15, revised. G.O., No. 434 I, of 9th July 1881. This latter part is an addition.

Officers in charge of canals.....in a canal water-way, or rafts which have been in the canal, or canals constituting a single journey under Rule XIII, for more than twenty days, and shall have failed to pay on demand the fresh toll leviable under Rule XIII (4) and to recover cost of removal afterwards. Bye-law 19, revised.

Vessels sunk.....of the notice to remove.

Owners applying to recover possession of vessels or rafts referred to in this Bye-law must, before their removal will be permitted, pay all expenses which may have been incurred.

8. The following should be the form of toll ticket and of its counterfoil :—

_____Delta.

Toll Ticket for Raft.

No._____

Dimensions—Length_____feet.

Breadth_____feet.

Superficial Area_____square feet.

Description of Raft*_____

Amount of Toll paid, Rupees_____Annas_____

Issued at_____

Date of Issue_____

Destination_____

(Signed)

Lock Superintendent or Toll Collector, or as case may be.

* (1) Teakwood or (2) Jungle posts (bazulu) or (3) Bamboos or (4) Both the latter.

9. As the license fees for cargo and passenger boats in both the Godávari and Kistna Deltas have been raised, the objection formerly made to boats licensed in the Godávari, and desiring to proceed to Ellore, but not beyond, being required to pay toll at the Ellore lock, or take out a license for the Kistna Delta, need not be continued ; and it is recommended that the 3 miles between that lock and the West Tummileru aqueduct be considered common to both deltas, the tolls for eastward traffic being levied at the lock, and those for westward traffic at the aqueduct, which will thus become an additional station. The town lies about half way between these two points, and as there is a considerable trade, it is hoped that the proposed concession will not in the long run affect receipts materially. The modification of rules necessitated will be—

Rule III add—

N.B.—Godávari Delta licenses will pass vessels through the Ellore, lock and as far as the West Tummileru toll station, but no further.

Rule VII.—Add N.B. as above.

Rule XIV.—Godávari Delta toll tickets for the Ellore Canal down journey will pass vessels through the Ellore look and as far as West Tummileru aqueduct, but no further.

Rule XVI.—Steamers possessing Godávari licenses, or having paid toll for the Ellore Canal down journey, will be passed through the Ellore lock without further charge, and can proceed to any point east of the West Tummileru aqueduct.

10. A reprint of the Rules and Bye-laws as revised by successive Government Orders, and by the above alterations, is submitted for approval, and it is recommended that they be sanctioned and published, and also communicated to the Committee appointed in G.O., No. 2358 W., of the 26th September 1881, in

No. 481 I., 1st September 1879.
No. 434 I., 9th July 1881.
No. 484 I., 3rd August 1881.
No. 651 I., 28th September 1881.
No. 715 I., 18th October 1881.

order that in the Irrigation Bill provision may be made for the issue, from time to time, of revised Rules and Bye-laws by Government, and for the enforcement of the penalties incurred by their transgression.

To the Joint Secretary to Government, Public Works Department, Irrigation Branch.

No. 18.

ORDER—dated 8th May 1882, No. 384 I., Public Works.

The Right Honorable the Governor in Council sanctions the revised Rules and Bye-laws for the navigation of the canals of the Godávari and Kistna Deltas, appended to this order, in supersession of the rules sanctioned in G.O., No. 481 I., of the 1st September 1879, and modified by subsequent orders.

2. The revised Rules and Bye-laws will be published in the *Fort St. George Gazette* and in the Godávari, Kistna, and Nellore District Gazettes.

3. The alterations in the Rules and Bye-laws with regard to rafts will take effect from the 1st June 1882.

4. These Proceedings will be communicated to the Committee appointed in G.O., No. 2358 W., dated 26th September 1881, with a view to provision being made for the revision of the Navigation Regulations from time to time as may be requisite, and for the due enforcement of penalties.

(True Extract.)

(Signed) J. O. HASTED, Colonel, R.E.,
Ag. Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Superintending Engineer, First Circle.
„ the Superintending Engineer, Second Circle.
„ the Chief Engineer for Irrigation.
„ the Revenue Department.
„ the Board of Revenue.
„ the Superintendent, Government Press.
„ C. G. Master, Esq.
„ Colonel R. H. Sankey, C.B., R.E.
„ E. Forster Webster, Esq.
„ Colonel J. O. Hasted, R.E.

Exd. A. F. Goodall.
Spare Copies

IRRIGATION.

Govt. of {1882} Madras.

PUBLIC WORKS.

Dated May, 8th.

Read. *Encl.*

G.O., 8th May 1882, No. 384 I.

MAY.

Nos. 17-18.

Revised Rules and Bye-laws.

For the Navigation of the Canals of the Godávari and Kistna Deltas. — Sanctioning the — .

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

27th March 1882, No. 810 W.

General.
Account.

Read the following paper :—

No. 219. From Colonel W. S. TREVOR, R.E., Secretary to the Government of India, Public Works Department, (Account—General,) to the Secretary to the Government of Madras, Public Works Department, dated Fort William, 20th February 1882, No. 191 A.G.

I AM directed to acknowledge the receipt of your letter, No. 2267 W., dated 15th September 1881, on the subject of the method of distributing between Provincial and Imperial Funds the Madras Public Works Establishment charges, and in reply to make the following remarks.

2. The percentage to be borne by Imperial Funds on the grants for Imperial Works and Repairs has lately been generally fixed as 23 per cent., and this percentage it is not thought desirable to alter in the special case of the Madras Presidency.

3. But in order to afford substantial relief to the Provincial Revenues, and to place Madras in as favorable a position as other Provinces in India, His Excellency the Governor-General in Council is pleased to allow, as a further charge to Imperial Funds, 10 per cent. on all direct receipts realised on all Navigation and Irrigation Works, whether Productive or Ordinary, and 6 per cent. on the gross Indirect Revenue due on Productive Irrigation and Navigation Works alone.

4. The substance of this decision has already been communicated to you in a telegram despatched on the 17th instant, from which you will have learnt that the percentages on revenue receipts now allowed are to cover the cost of the Chief Engineer for Irrigation and of his establishment, of the Conservancy Establishments, and of all other special establishments that may be engaged on surveys and on the preparation of projects for irrigation works, the whole of which establishments will in future be treated as Provincial in the same way as all other Public Works Establishment charges.

5. Practically, the net relief to the Provincial charges will amount to about two lakhs of rupees, as shown below :—

ESTABLISHMENT CHARGES DEBITABLE TO IMPERIAL.

Present Charges as shown in the Budget.

	Rs.	Rs.
Productive Public Works, Capital	1,84,726	
Do. do. Revenue	2,37,781	
Irrigation and Navigation	3,62,498	
Establishment charges on additional grant of five lakhs.	91,633	
		8,76,638

Future charges in accordance with these orders.

23 per cent. on Works and Repairs	6,98,265	
10 per cent. on Direct Revenue, taken as Rs. 1,28,791...	12,879	
6 per cent. on Indirect Revenue from Productive Public Works, taken as Rs. 58,30,000	3,49,800	
		10,60,944
Net Increase ...		1,84,306

These percentage charges on Revenue Receipts will be credited to the general Provincial charges for Establishment, and will be debited to the Revenue accounts of the various works on which the revenue may have accrued.

6. With regard to the percentage charges to be allowed on the Indirect Revenue of Irrigation and Navigation Works, other than Productive, separate orders will be passed when the indirect receipts due to these works have been correctly ascertained.

7. In conclusion, His Excellency the Governor-General in Council considers that the concessions now made will afford all the relief to the Provincial Revenues that is practically required, complete relief to the extent proposed by the Government of Madras, as detailed in your letter, does not commend itself to the Government of India nor will it now be necessary.

No. 220. ORDER THEREON, 27th March 1882, No. 810 W.

COMMUNICATED to the Examiner of Public Works Accounts and the Chief Engineer for Irrigation.

2. The Government of India will be further addressed.

(Here enter No. 811 W., dated 27th March 1882.)

(True Extract.)

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

To the Examiner of Public Works Accounts.
„ the Chief Engineer for Irrigation.
„ all Superintending Engineers.

Exd. S. T. Austin.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of {1882} Madras.

PUBLIC WORKS.

To

THE EXAMINER OF PUBLIC
WORKS ACCOUNTS,
&c., &c., &c.

Dated March, 27th.

Issued

Recd. *Encl.*

G.O., 27th March 1882, No. 810 W.

MARCH.
Nos. 219-220.

Madras Public Works Establishment Charges.—Letter from the Government of India on the subject of the distribution between Imperial and Provincial Funds of the —, communicated to the Examiner of Public Works Accounts and the Chief Engineer for Irrigation.

STATEMENT showing the increase of contribution to Provincial Funds on account of Establishment under the arrangements sanctioned by the Government of India in their letter No. 191 A.G., dated 20th February 1882, for the years 1879-80, 1880-81, 1881-82 and 1882-83.

	DEBITS TO IRRIGATION AND CREDITS TO PROVINCIAL FUNDS BEING THE CONTRIBUTION ON ACCOUNT OF ESTABLISHMENT CHARGES.					
	1879-80.		1880-81.		1881-82.	
	Actual.	Proposed.	Actual.	Proposed.	Grant.	Proposed.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Share of General Establishment at 25 per cent. ..	5,84,050	..	4,35,575	..	4,78,570	..
Do. do. at 23 do. ..	..	3,59,161	..	4,00,727	..	4,40,284
Chief Engineer for Irrigation	57,753	..	53,695	..	52,608	..
Conservancy Establishment	1,09,354	..	1,10,132	..	1,23,002	..
Survey do.	5,188	..	8,071	..	15,000	..
Special Revenue Investigation Establishment ..	8884	..	13,832	..	21,500	..
Establishment for Irrigation Registers	..	..	2,867	..	..	..
Ten per cent. on Direct Revenue	..	12,957	..	16,222	..	15,303
Six per cent. on Indirect Revenue	..	3,53,929	..	3,47,191	..	3,48,480
Total ..	7,65,229	7,26,047	6,24,172	7,64,140	6,90,680	8,04,067
Net Decrease of Contribution to Provincial Funds under the new arrangements	..	39,182	..	..	..	..
Net Increase of do. do.	..	..	..	1,39,968	..	1,13,387

	1879-80.		1880-81.		1881-82.	
	Amount.	Total.	Amount.	Total.	Amount.	Total.
Relief afforded to Provincial Funds.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Ten per cent. on Direct Revenue	12,957		16,222		15,303	
Six per cent. on Indirect Revenue	3,53,929		3,47,191		3,48,480	
		3,66,886		3,63,413		3,63,783
Extra Charges thrown upon Provincial Funds.						
Percentage on compensation for land taken up for Productive Public Works, Capital Account ..	4,450		..		..	
Percentage on the difference between grant and outlay	1,89,207		..		..	
Reduction of percentage from 25 to 23 per cent. ..	31,232		34,848		38,286	
Chief Engineer for Irrigation	57,753		53,695		52,608	
Conservancy Establishment	1,09,354		1,10,132		1,23,002	
Survey do.	5,188		8,071		15,000	
Revenue Investigation Establishment	8,884		13,832		21,500	
Establishment for Irrigation Registers	..		2,867		..	
		4,06,068		2,23,445		2,50,396
Net extra charge	..	39,182	..	..	..	..
Net relief	..	..	..	1,39,968	..	1,13,387

FORT ST. GEORGE,
27TH March 1882.

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

PUBLIC WORKS DEPARTMENT.

General Account.

No. 811 W.

No. 221.

FROM

THE SECRETARY TO THE GOVERNMENT OF MADRAS,

Public Works Department,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

Public Works Department.

SIR,—I am directed to acknowledge the receipt of your letter, No. 191 A.G., dated 20th February 1882, on the subject of the distribution between Imperial and Provincial Funds of the Madras Public Works Establishment charges.

2. In my letter of the 15th September 1881, No. 2267 W., it was proposed to the Government of India that the contribution from Imperial Funds should be composed of—

(*a.*) Rs. 1,80,000 on account of revenue from Ordinary Irrigation and Navigation Works.

(*b.*) Six per cent. on the revenue from Productive Works.

(*c.*) The actual cost of establishment employed on Capital Productive Works where these form distinct charges; in other cases 25 per cent. on the expenditure.

(*d.*) Twenty-five per cent. on all other expenditure calculated on a minimum grant of Rs. 25,00,000 for Irrigation and Navigation (exclusive of Productive), of Rs. 6,00,000 for Military Works and of Rs. 5,00,000 for Imperial Other Services; the contributions thus arrived at being Rs. 6,25,000 for Irrigation excepting Productive, Rs. 1,50,000 for Military and Rs. 1,25,000 for Imperial Other Services; (the amounts shown in paragraphs 21 and 25 of my letter quoted above were wrongly calculated.)

(*e.*) Rs. 2,50,000 on account of investigations connected with Protective Works and other large projects.

3. The above seems to cover all establishment charges including those for conservancy and special establishments.

4. In the letter under acknowledgment the Government of India have sanctioned—

	Rs.
23 per cent. on Imperial Works and Repairs	6,98,265
10 per cent. on Direct Revenue, taken as Rs. 1,28,791	12,879
6 per cent. on Indirect Revenue from Productive Public Works, taken as Rs. 58,30,000	3,49,800
Total ...	10,60,944

5. The percentage on receipts now allowed being held to cover the cost of the Chief Engineer for Irrigation and of his establishment, of the Conservancy establishment, and of all other special establishments that may be engaged on surveys and on the preparation of projects for irrigation works.

6. These concessions will, the Government of India hope, afford all the relief to the Provincial revenues that is practically required.

7. In conveying the thanks of the Right Honorable the Governor in Council for the great relief thus afforded to Provincial Funds in 1882-83, though a relief not so great as assumed in your letter under reply, I am desired to express a hope that the Government of India will, on reconsideration of the circumstances so fully explained and frequently repeated in the correspondence ending with your letter under reply, allow retrospective effect to be given to the orders now issued, at least for the three years previous to 1882-83, during which period the strain on Provincial resources has been very severely felt owing to the method of distributing establishment charges, a method which does not now commend itself to the Government of India.

8. Applying the principles of the present ruling to the year 1879-80, there will be a net debit to Provincial of Rs. 39,182, but for 1880-81 there will be a credit of Rs. 1,39,968 and for 1881-82 a credit of Rs. 1,13,387. The final result being a net credit of Rs. 2,14,173, which I am to request may be sanctioned as a contribution from Imperial to Provincial Funds. A statement showing the details of the calculations is appended.

9. I am also to request that the subject of the percentage charges to be allowed on the indirect revenue of Irrigation and Navigation Works, other than Productive, may receive the earliest possible attention.

I have the honor to be,
Sir,
Your most obedient servant,
(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

Fort St. George,
27th March 1882.

Exd. S. T. Austin.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of [1882] Madras.

PUBLIC WORKS.

To

THE SECRETARY TO THE
GOVERNMENT OF INDIA.

Dated March, 27th.

Issued

Recd. Encl.

27th March 1882, No. 811 W.

MARCH.
No. 221.

On the subject of the method of distributing Public Works Establishment charges between Provincial and Imperial Funds.

No. 5266. SUPERINTENDING ENGINEER'S OFFICE 2nd CIRCLE
STATION Masulipatam, 7th June 1882.

FROM,

THE SUPERINTENDING ENGINEER
2nd Circle.

TO,

THE Chief Engineer
for Irrigation.

SIR,

Enclosures. In order to carry out the new Rules for rafts, it will be necessary under rule 7 (of para 7 of Irrigation Chief Engineer's Endorsement printed with P. W. G. No 384 I. of the 3rd May 1882) to appoint a Toll Superintendent at the Tammiléru Aqueduct.

2. There is not at present any man of the existing Conservancy Establishment who could be transferred there.

3. I have therefore the honor to request that Sanction to the temporary employment of a Superintendent on Rs 12 per month may be given.

4. In sending up the Revised statement of the Conservancy Establishment required

for 1883/84, provision will be made for a permanent Full Superintendent at the aqueduct, in the meantime, I request that Sanction may be given for the entertainment of a Superintendent from the 15th June, and Sanction given for Rs 114, his pay for 9½ months at Rs 12 per month.

5. As it will be necessary to have a man at this place directly the Canals reopen, I have, in anticipation of Sanction, authorised the Executive Engineer to entertain a man from the 15th Instant, and trust my action may be approved.

I have the honor to be,
Sir,
Your most Obt. Servant.

J. W. Rundall
Superintending Engineer,
2nd Circle.

Compd Hd

5 Called for in your No 139 P.S. of 12th December 1881

No. 28. E. W

Forwarded to the Chief Engineer P. W. D. with a recommendation that sanction to the entertainment of a toll Superintendent at the Jamélérn aqueduct in the Kistna Delta, from 15th June 1882, may be obtained, the charge being met from Provincial funds under G.O. No. 810. W, dated 27th March 1882.

19th June

A. S. Russell.

Actg.

For Chief Engineer for Irrign.

G.O. 384 d. 8-5-82.
" 810 d. 27-3- "
" 811 d. 27-3- "

Pl. 53/6.

copy 21/6

CHIEF ENGINEER FOR IRRIGATION 14 JUN 1882

From

The Superintg Engr
Dnr Circle

To

The Chief Engineer
for Irrigation

D/ 17"
Despd 9"
Recd

June 1882.

No. 526 K.S.

Jamilerw Aqueduct

Request Sanction for the appointment of a Toll Superintendent at the ——

No. 1639 W.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 28th June 1882.

Read the following :—

From the S. E. 2 Circle H.E. No. 526 K.S. 17 June 82
Endt. on the Ch. E. for I. " " 288 W 19 " " —

The employment for a temporary toll Superintendent at the Jamelerw Aqueduct, on Rs 12 per mensem from the 15th June to the end of the current official year, is sanctioned, and the cost Rs ~~114~~ 102 is appropriated from the budget grant for temporary establt.

2. This sanction has been registered as Proc. No. 29 W for 1882-83, & classified as Establishment.

S. E. 2 Circle
Sanl Pl. Regn
5/7