

W.C. 1288

Gobt. of 1883 Madras.

REVENUE.

No 486 of 13 Feb 83

Comd to the Supy:

Engro 1st Circle

S. M.

Issued

Recd. 12/2

Encl.

G.O., 1st February 1883, No. 139.

B No 3172 of 2.12.82

FEBRUARY.

B No 486 of 13-2-83

Rajahmundry Steam Ferry.

Proposed alterations in the table of tolls of the —, approved and sanctioned.

Engro 1st Circle ✓
C. S. for the Supy. ✓
14/2

For the Supy.
J. R. R. R. R. R.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

READ—the following Proceedings of the Board of Revenue, dated 30th January 1883, Mis. No. 797 :—

Read—the following letter from C. L. B. CUMMING, Esq., Acting Sub-Collector, to the Acting Collector of the Godáviri District, dated Rajahmundry, 2nd December 1882, No. 532 ; and endorsement by W. A. HAPPELL, Esq., Acting Collector of Godáviri, dated Cocanada, 23rd December 1882 :—

With reference to your endorsement, No. 605, dated the 1st ultimo, on the Board's Proceedings, No. 2512, of the 14th October last, I have the honor to point out that the rate of 4 annas for the conveyance of a cow, bullock, or country pony over the Rajahmundry Steam Ferry is unnecessarily heavy, besides being out of proportion to the below-named rates of fees as given in the table therewith received :—

	AS.
For a horse with his keeper	4
For an empty cart with a pair of bullocks and driver	8
For a loaded cart with a pair of bullocks and driver	12

I therefore request that the rate be reduced to 2 annas, which rate may also be prescribed for a buffalo, for which no provision has been made in the table in question.

2. I would also propose to prescribe a fee of 1 anna for a "calf or pig," for which also no provision has been made, and to exempt "infants in arms" from all fees, as generally the space occupied by their mothers is sufficient for them also. No. 14 would thus read :—

For a child, except infants in arms.

3. The steamer is supposed not only to tow rahadhari boats and dinghies, but also range boats and cargo boats when necessary. It seems therefore desirable to expunge the word "rahadhari" from rates Nos. 18 and 20.

ENCLOSURE.—Table showing the fares at the present and proposed rates of the Rajahmundry Steam Ferry.

Endorsement, No. 524.

Submitted to the Board of Revenue with the request that the proposed alterations be approved and sanctioned.

Resolution—dated 30th January 1883, Mis. No. 797.

The proposed alterations and additions are marked in red ink in the accompanying copy of the existing table of tolls sanctioned in G.O., No. 1223, dated 10th November 1882 (Revenue), and they are submitted with the Board's recommendation for their adoption for the sanction of Government.

(True Copies and Extract.)

(Signed)

J. A. DAVIES,
Acting Sub-Secretary.

To the Secretary to Government, Revenue
Department, with copy of table of tolls.

Copy to the Collector of the Godáviri
District.

APPENDIX.

TABLE showing the Fares at the Present and Proposed Rates of the Rajahmundry Steam Ferry.

	PRESENT RATES								PROPOSED RATES.			
	Between Rajahmundry and Kovvur.				Between Rajahmundry, Vijeswaram, and Bobberlanka.				During all Months.			
	In July, August, September, and October.	In other Months.			In July, August, September, and October.	In other Months.						
	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.			
1. For an elephant with keeper	2	0	0	1	8	0	4	0	0	2	0	0
2. For an elephant-load	0	8	0	0	6	0	1	0	0	0	8	0
3. For a camel with driver	2	0	0	1	8	0	4	0	0	2	0	0
4. For a camel-load	0	6	0	0	4	0	0	12	0	0	6	0
5. For a cow, bullock, buffalo, or country pony..	0	2	0	0	1	6	0	4	0	0	2	0
6. For a country pony or bullock-load	0	2	0	0	1	6	0	4	0	0	2	0
6a. For a calf or pig	..	..	..	..	..	..	..	..	..	..	..	..
7. For an ass	0	0	9	0	0	6	0	1	6	0	0	9
8. For an ass-load	0	0	6	0	0	4	0	1	0	0	0	6
9. For a loaded cart with a pair of bullocks and driver.	1	0	0	0	10	0	2	0	0	1	0	0
10. For an empty cart with a pair of bullocks and driver.	0	10	0	0	6	0	1	4	0	0	10	0
11. For a horse with his keeper	0	4	0	0	3	0	0	8	0	0	4	0
12. For a dog, sheep, or goat	0	0	6	0	0	3	0	1	0	0	0	6
13. For an adult	0	0	9	0	0	6	0	1	6	0	0	9
14. For a child, except infants in arms	0	0	6	0	0	3	0	1	0	0	0	6
15. For a cavady-load or a sack	0	0	9	0	0	6	0	1	6	0	0	9
16. For a palanquin irrespective of travellers or bearers.	0	4	0	0	3	0	0	8	0	0	4	0
17. For a dooly do. do. do. ..	0	2	0	0	1	0	0	4	0	0	2	0
*18. Towing a boat laden with cargo and without passengers. Alter to cargo or passengers.	4	0	0	3	0	0	4	0	0	3	0	0
19. Do. a dinghi laden with cargo and without passengers. Alter to cargo or passengers.	2	0	0	1	8	0	2	0	0	1	8	0
20. Towing a boat without cargo or passengers ..	2	0	0	1	8	0	2	0	0	1	8	0
21. Do. a dinghi	1	0	0	0	12	0	1	0	0	0	12	0

* I have made an alteration in this, as passengers' boats need to be towed oftener than cargo boats, and the rate is sufficient to cover the usual number of passengers carried by rahadhari boats.

ORDER—dated 1st February 1883, No. 139, Revenue.

Miscellaneous.

The proposed alterations in the table of tolls are approved and sanctioned.

(True Extract.)

Ag. Secretary to Government.

To the Board of Revenue.
 " Public Works Department.
 " Accountant-General.

Exd. C. Howarth.

80 Copies.

Gobt. of 1882 Madras.

REVENUE.

Order thereon no 3172 R
of 2^d Dec/82.

Communicated
to the Supt of Engrs, First
Circle who will report on
the proposal in para 7 of
the Board's Proceedings
(True Extract)

/sdy P. W. Depts
Asst. Secy to Govt
P. W. Depts

Issued

Recd.

Encl.

G.O., 10th November 1882, No. 1223.

No 3172 R of 2-12-82

NOVEMBER.

Steam Ferry

At Rajahmundry, Godavari District.—Passing
orders on Board's Proceedings reporting on the
result of the experimental working of the —.

8. The favor of early orders is requested, as the Board consider that the new rates should be introduced as soon as possible, the old system having resulted in a loss.

(A true Copy and Extract.)

(Signed) R. SEWELL,
Acting Sub-Secretary.

To the Secretary to Government, Revenue
Department, with four original enclo-
sures, to be returned.
Copy to the Collector of the Godáviri
District.

ORDER—dated 10th November 1882, No. 1223, Revenue.

Miscellaneous.

Such of the Collector's proposals as are supported in paragraph 6 of the Board's Proceedings are approved and sanctioned.

2. The Government concur with the Board in thinking that the Steamer *Godáviri* should be hired for another year under the same terms as at present.

3. The point raised in paragraph 7 of the Board's Proceedings will be considered in the Public Works Department.

4. The following telegram will be sent to the Collector :—
"Vide Board's Proceedings 14th ultimo 2512. Rates proposed for Rajahmundry ferry are approved."

(True Extract.)

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

To the Board of Revenue, with four enclosures.
" Public Works Department,
" Accountant-General.

Exd. W. H. French.

70 Copies.

6. When the river is low, foot passengers can walk along the anicut from Vijeshwaram to Dowlaishweram, and the ferry has also to compete with canal boats to Ellore and Narsapur from Rajahmundry and Dowlaishweram. The toll should not be so high as to drive passengers away. A one-anna rate will probably not have that effect.

7. The steamer *Godáviri* answers very well, but she is old. The Executive Engineer thinks she will run eighteen months without needing further repairs. As the state of her hull is doubtful, it will be best to continue to hire her as at present. She is now being repaired at a cost of Rs. 1,130. This charge does not seem to be justly debitable to Ferry Funds, as rent is paid for her while in use and she was probably in bad order when she began to run.

8. The 1st November seems a convenient date from which to introduce the new rates.

ENCLOSURE No. 1.—Statement of Receipts and Charges.

ENCLOSURE No. 2.—Estimate of Receipts at proposed new rates.

ENCLOSURE No. 3.—Estimate of Expenditure.

ENCLOSURE No. 4.—Table of Tolls charged.

Resolution—dated 14th October 1882, No. 2512.

The foregoing report, with enclosures relating to the working of the steam ferry across the Godáviri river during the trial year, August 1881 to August 1882, is submitted to Government with reference to G.O., Revenue, No. 504, dated 13th May 1882, paragraph 1.

2. It will be observed that the ferry has been worked at a net loss of Rs. 766.

3. Certain difficulties, however, have had to be contended with, and the experiment has been conducted on a system of rates and trips which, now that a year's experience has been gained, does not altogether commend itself to the officers of the district. Both the Collector and Sub-Collector are confident that under altered conditions the ferry can be worked at a profit, and the Board are inclined to agree with them.

4. Mr. Happell proposes a new scale of rates and trips, and gives his reasons for the change, and the Board recommend that the experiment be continued for another year under the Collector's improved system. A steam ferry is very necessary for the convenience of travellers across the Godáviri, and the experience gained in the past year will doubtless enable expenditure to be curtailed. The Collector's financial forecast is encouraging, leading to the belief that a net profit of Rs. 1,708 can be derived from the ferry after payment of all expenses, including hire of the steamer.

5. The Board do not approve of the proposal to purchase a steamer at present, but think that the steamer *Godáviri* used during the past year should be hired under the same terms, viz., Rs. 80 a-month.

6. The Collector's proposals to establish a uniform rate of charges between Rajahmundry and Kovvur have the approval of the Board, as also his suggestions regarding the trips, and the Board recommend them to Government for adoption.

7. The steamer in question is an old one, and, for the purpose of the experiment, the Board do not consider it equitable to charge cost of present necessary repairs (stated to be estimated at Rs. 1,130) to the ferry. The rate charged *per mensem*, viz., Rs. 80, must be considered to be the cost of hiring the steamer in good order.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

READ—the following Proceedings of the Board of Revenue, dated 14th October 1882, No. 2512 :—

Read—the following letter from G. W. FAWCETT, Esq., Acting Sub-Collector, to the Acting Collector of the Godáviri District, dated Rajahmundry, 23rd August 1882, No. 336, and Endorsement by W. A. HAPPELL, Esq., Acting Collector of the Godáviri District, dated Cocanada, 22nd September 1882 :—

I have the honor to report on the working of the Rajahmundry steam ferry for the year for which the experiment was sanctioned.

2. I enclose a statement giving the monthly receipts and expenditure in detail.

3. The date from which the experiment began was the 1st August 1881, the steamer selected being the *Godáviri*, a steamer of 24 horse power, built, I believe, on the model of an American river steamer, hired from the Public Works Department for Rs. 80 a-month. She was at first only run to Kovvur and back, that being the line of the old ferry, and she made at first six trips a-day, afterwards reduced to four. The receipts in the first month were Rs. 717-4-6, the highest sum we have ever received for the Kovvur trip alone, but the expenditure was excessive, in the matter of crew, firewood, and one or two sundry items that afterwards disappeared, and exceeded the receipts by Rs. 88-1-6. In the next two months, the last two months of the freshes, when the higher rates are charged, the receipts fell slightly, but the expenditure was considerably reduced, and the loss was only increased by Rs. 30-8-6. In November the "fresh" season being over, the lower rates were charged, and the receipts went down from Rs. 670-10-3 to Rs. 502-1-6. Receipts then fell steadily till February, when they reached their lowest, Rs. 386-5-3, the total loss in those four months, the only months in which the lower rates were charged, and in which the steamer only ran to Kovvur, being Rs. 668-11-7. Expenses had by this time been considerably cut down, being only Rs. 568-2-5 in February against Rs. 805-6-0 in August, the first month, but the fall in the receipts more than counterbalanced this.

On the 15th March, the steamer began running to Vijeswaram and Bobberlanka as well as to Kovvur, visiting each place twice a-day. The result of this was that there was an increase of Rs. 102-14-1½ in the receipts, but as the expenditure on firewood rose as well, the journeys being longer, there was still a loss of Rs. 183-0-5½, or much the same as in the preceding month.

April was our best month. The canals were closed, and all traffic went by land, so that every one crossing the river above the anicut used the steamer. Receipts rose at all three places, the total being Rs. 1,161-8-9, and, notwithstanding an increase of Rs. 100 in firewood, consequent on the steamer going the longer journey for the whole month, we made a profit of Rs. 375-3-0. In May, the canals being again open, and the river being at its lowest, being, in fact, fordable only a mile above Kovvur, receipts fell, and we lost Rs. 217-9-7½. That was our worst month, and the last in which the steamer ran all through the month. On the 9th June the *Godáviri* had to be sent for repairs to the Workshop, and for the rest of the month, with the exception of the 11th and 12th, when, as there was a slight fresh in the river, fearing it might rise high, I got a loan of the *Thistle*, we had no steamer working, and only employed the ballakat and dingies, worked by coolies, on the Kovvur trip alone. Our loss for June

was Rs. 115-9-5½. We were without a steamer again for the first seventeen days of July, or more than half the month, and only worked the ballakat on the Kovvur trip, but from the 18th, as the river had come down in high flood, we had the *Shamrock*, and, the higher rates being charged and the traffic being large, we made a profit of Rs. 162-11-3. The profit made in this month was really considerably more, but a bill for Rs. 215 for sundry repairs for the preceding six months, paid in this month, reduced it to the sum given. If only one-sixth of these repairs be debited to this month, the real profit was over Rs. 340. This figure would have been considerably larger if the freshes had come down as early as usual, and we had had a steamer running for the whole thirty-one instead of only fourteen days.

4. The year of the experiment may thus be divided as follows:—

August—October	Higher rate of charges and only Kovvur trip.	Loss of Rs. 118-10-0 or an average of Rs. 39-8-8.
November—February	Lower charges and only Kovvur trip.	Loss of Rs. 668-11-7 or an average of Rs. 167-2-11.
March	Lower charges, half only Kovvur trip and half all three trips.	Loss of Rs. 183-0-5½.
April	Lower charges, all three trips, canals closed.	Profit of Rs. 375-3-0.
May	Lower charges and all three trips.	Loss of Rs. 217-9-7½.
June	Lower charges, 3 trips for 10 days and 20 days Kovvur trip only without steamer.	Loss of Rs. 115-9-5½.
July	High charges, three trips for 14 days, Kovvur trips 17 days without steamer.	Profit of Rs. 162-11-3, though paid up Rs. 215 for 6 months' repairs to instruments. Real profit about Rs. 340.
Net loss		Rs. 765-10-10½

Further it must be remembered that in the expenditure included above is included the hire of the steamer, Rs. 980, so that if we consider the working expenses alone we made a net profit, in the year, of Rs. 114-5-1½, and this in spite of the excessive expenditure in the first few months.

5. The deductions from the above and from the experience gained are that the steamer will pay during the freshes even at the present rates, and in one month in the hot weather when the canals are closed, and that it will not pay at the present rates during the rest of the year. It did not unfortunately pay in the freshes last year, but that result is amply accounted for by its being the beginning of the experiment. In the last fourteen days of last month, the only part of the month in which we had a steamer, the *Shamrock*, an inferior steamer to the *Godavari* and not able to tow in a strong flood, the receipts averaged over Rs. 46 a-day, and in the first eleven days of this month, when the river had gone lower, they averaged Rs. 31-8-0; the average from the 18th ultimo up to the 11th instant, the last day we had the steamer, being Rs. 39-4-0. These receipts give us a fair profit for the time they last, that is, from July to October. We should still, however, lose as much, or perhaps more, money in the other months except one, probably April. To obviate this I would propose to raise the fare for the Kovvur trip, for passengers only, from 6 pies for adults in the dry weather and 9 pies in the freshes, to 9 pies and 1½ anna respectively, with a corresponding increase for children. This would give us a slight profit in every month in the year except May and June, when the river is fordable. The raising of the fare would not materially affect the traffic, for there is no other means of getting across, and 9 pies and 1½ anna cannot be considered an excessive charge for three miles. The fare to Bobberlanka and Vijeswaram I would not raise, as an addition would, I fear, drive the people back to the Radhari boats.

6. I enclose an estimate of the receipts for next year at the proposed rates, and of the expenditure at the reduced scale. The receipts have been estimated as moderately as possible. It will be seen that at the rates proposed we may reasonably expect a profit yearly of Rs. 2,708 excluding the hire of a steamer, or, if we hire a steamer at the same rate as the *Godavari*, of Rs. 1,748.

7. The need for a steam ferry being recognized in G.O., No. 1073, dated 13th July 1881, as being essential for the prevention of accidents during the freshes, there being a large balance to the credit of the Ferry Fund out of which we can buy a steamer, and it being shown that there is every reason to suppose that the steamer will more than cover its working expenses at the new rates, I recommend that a steamer be purchased or ordered to be built for the ferry at once. As to the kind of steamer to be purchased, a steam launch, such as that spoken of in the Government Order above quoted, would be of little use, for it would be too light to tow boats or the ballakat for cattle and could only carry passengers. So far as I can see and learn from the Public Works Officers at Dowlaishweram, the *Godavari* is about as good a class of boat as we can get. She is flat-bottomed, and, therefore, of light draught and has, at the same time, a fair amount of power and weight for towing, besides plenty of accommodation for passengers. The Public Works Department do not seem to want her any longer, and would, I think, sell her to us for Rs. 5,000 or Rs. 6,000. So far as I can ascertain from them she would be worth the money, but if the proposition be taken up I can get more detailed information. If, on the other hand, it be thought more advisable to get a new boat for the ferry, I recommend that one be ordered at once, similar to the *Godavari*, the *Godavari* being retained on the present arrangement till it arrives.

8. In the expenditure for the year under report, I have not taken count of repairs now being done to the *Godavari*, which will cost Rs. 1,100 odd. As already reported in my letter, No. 198, of 21st June last, and No. 271, of 21st July last, I do not consider that a fair charge against the ferry. The steamer would not, it seems to the unprofessional mind, require repairs on such a large scale if she were in good order when made over to us in August last, and a hirer is never responsible for fair wear and tear.

Endorsement No. 392.

Submitted to the Board of Revenue for orders.

2. At present the different rates of toll from adult passengers in force are as shown below:—

	During the Months July to October.			During the other Months.		
	RS.	A.	P.	RS.	A.	P.
Between Rajahmundry and Kovvur	0	0	9	0	0	6
Do. do. and Kovvur and Vijeswaram and Bobbarlanka	0	1	6	0	0	9

3. The distance between the first two stations is three miles direct and between Rajahmundry and Vijeswaram and Bobberlanka six miles.

4. The route now taken by the steamer to go to the latter places is *via* Kovvur. This increases the distance by three and four miles to Vijeswaram and Bobberlanka respectively. This route, however, is not taken for the convenience of the Vijeswaram and Bobberlanka passengers, but to save time and expense by making only one trip instead of two.

5. The undersigned thinks it would be much better to have a uniform rate throughout the year, say one anna for an adult passenger with other rates as shown in the annexed table. The river is not fordable at Rajahmundry, but it is sometimes fordable within a mile or two of Kovvur during the dry months. The ford is always tortuous, and persons who prefer it have to toil through some miles of sand bank to reach Rajahmundry. None but the very poorest classes are likely to prefer the ford to the payment of an anna toll even in the driest weather.

6. When the river is low, foot passengers can walk along the anicut from Vijeshwaram to Dowlaiswaram, and the ferry has also to compete with canal boats to Ellore and Narsapur from Rajahmundry and Dowlaiswaram. The toll should not be so high as to drive passengers away. A one-anna rate will probably not have that effect.

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G.O., 1st February 1883, No. 139.

No 486 w. a. 13th Feb/83

FEBRUARY.

*Communicated to the
Suply. Insp. District*

*S. E. 1st Circle / J. P.
Exam. P. W. A.*

Rajahmundry Steam Ferry.

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(Signed) J. A. DAVIES,
Acting Sub-Secretary.

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	RS.	A. P.	RS.	A. P.	RS.	A. P.	RS.	A. P.	RS.	A. P.
1. For an elephant with keeper	2	0 0	1	8 0	4	0 0	2	0 0	2	0 0
2. For an elephant-load	0	8 0	0	6 0	1	0 0	0	8 0	0	8 0
3. For a camel with driver	2	0 0	1	8 0	4	0 0	2	0 0	2	0 0
4. For a camel-load	0	6 0	0	4 0	0	12 0	0	6 0	0	6 0
5. For a cow, bullock, buffalo, or country pony ..	0	2 0	0	1 6	0	4 0	0	2 0	0	2 0
6. For a country pony or bullock-load	0	2 0	0	1 6	0	4 0	0	2 0	0	2 0
6a. For a calf or pig									0	1 0
7. For an ass	0	0 9	0	0 6	0	1 6	0	0 9	0	0 9
8. For an ass-load	0	0 6	0	0 4	0	1 0	0	0 6	0	0 6
9. For a loaded cart with a pair of bullocks and driver.	1	0 0	0	10 0	2	0 0	1	0 0	0	12 0
10. For an empty cart with a pair of bullocks and driver.	0	10 0	0	6 0	1	4 0	0	10 0	0	8 0
11. For a horse with his keeper	0	4 0	0	3 0	0	8 0	0	4 0	0	4 0
12. For a dog, sheep, or goat	0	0 6	0	0 3	0	1 0	0	0 6	0	0 4
13. For an adult	0	0 9	0	0 6	0	1 6	0	0 9	0	1 0
14. For a child, except infants in arms	0	0 6	0	0 3	0	1 0	0	0 6	0	0 6
15. For a cavity-load or a sack	0	0 9	0	0 6	0	1 6	0	0 9	0	0 6
16. For a palanquin irrespective of travellers or bearers.	0	4 0	0	3 0	0	8 0	0	4 0	0	4 0
17. For a dooly do. do. do. ..	0	2 0	0	1 0	0	4 0	0	2 0	0	2 0
*18. Towing a boat laden with cargo and without passengers. Alter to cargo or passengers.	4	0 0	3	0 0	4	0 0	3	0 0	4	0 0
19. Do. a dinghi laden with cargo and without passengers. Alter to cargo or passengers.	2	0 0	1	8 0	2	0 0	1	8 0	2	0 0
20. Towing a boat without cargo or passengers ..	2	0 0	1	8 0	2	0 0	1	8 0	2	0 0
21. Do. a dinghi	1	0 0	0	12 0	1	0 0	0	12 0	1	0 0

* I have made an alteration in this, as passengers' boats need to be towed oftener than cargo boats, and the rate is sufficient to cover the usual number of passengers carried by rahadhari boats.

ORDER—dated 1st February 1883, No. 139, Revenue.

Miscellaneous.

The proposed alterations in the table of tolls are approved and sanctioned.

(True Extract.)

(Signed) P. P. HUTCHINS,
Ag. Secretary to Government.

To the Board of Revenue.
" Public Works Department.
" Accountant-General.

Exd. C. Howarth.

Govt. of (1883) Madras.

REVENUE.

Issued

Recd.

Encl.

G.O., 1st February 1883, No. 139.

no 486 w. a. 13^o Feb/83

FEBRUARY.

Communicated to the
Suply. Insp. First Circle

S. & 1st Circle
Exam^r. P. W. A.

Rajahmundry Steam Ferry.

Proposed alterations in the table of tolls of
the —, approved and sanctioned.

Govt. of (1883) Madras.

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Rajahmundry Steam Ferry.

Proposed alterations in the table of tolls of
the —, approved and sanctioned.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

READ—the following Proceedings of the Board of Revenue, dated 30th January 1883, Mis. No. 797:—

Read—the following letter from C. L. B. CUMMING, Esq., Acting Sub-Collector, to the Acting Collector of the Godáviri District, dated Rajahmundry, 2nd December 1882, No. 532; and endorsement by W. A. HAPPELL, Esq., Acting Collector of Godáviri, dated Cocanada, 23rd December 1882:—

With reference to your endorsement, No. 605, dated the 1st ultimo, on the Board's Proceedings, No. 2512, of the 14th October last, I have the honor to point out that the rate of 4 annas for the conveyance of a cow, bullock, or country pony over the Rajahmundry Steam Ferry is unnecessarily heavy, besides being out of proportion to the below-named rates of fees as given in the table therewith received:—

	AS.
For a horse with his keeper	4
For an empty cart with a pair of bullocks and driver	8
For a loaded cart with a pair of bullocks and driver	12

I therefore request that the rate be reduced to 2 annas, which rate may also be prescribed for a buffalo, for which no provision has been made in the table in question.

2. I would also propose to prescribe a fee of 1 anna for a "calf or pig," for which also no provision has been made, and to exempt "infants in arms" from all fees, as generally the space occupied by their mothers is sufficient for them also. No. 14 would thus read:—

For a child, except infants in arms.

3. The steamer is supposed not only to tow rahadhari boats and dinghies, but also range boats and cargo boats when necessary. It seems therefore desirable to expunge the word "rahadhari" from rates Nos. 18 and 20.

ENCLOSURE.—Table showing the fares at the present and proposed rates of the Rajahmundry Steam Ferry.

Endorsement, No. 524.

Submitted to the Board of Revenue with the request that the proposed alterations be approved and sanctioned.

Resolution—dated 30th January 1883, Mis. No. 797.

The proposed alterations and additions are marked in red ink in the accompanying copy of the existing table of tolls sanctioned in G.O., No. 1223, dated 10th November 1882 (Revenue), and they are submitted with the Board's recommendation for their adoption for the sanction of Government.

(True Copies and Extract.)

(Signed) J. A. DAVIES,
Acting Sub-Secretary.

To the Secretary to Government, Revenue
Department, with copy of table of tolls.
Copy to the Collector of the Godáviri
District.

APPENDIX.

TABLE showing the Fares at the Present and Proposed Rates of the Rajahmundry Steam Ferry.

	PRESENT RATES								PROPOSED RATES.			
	Between Rajahmundry and Kovvur.				Between Rajahmundry, Vijeswaram, and Bobberlanka.							
	In July, August, September, and October.	In other Months.	In July, August, September, and October.	In other Months.	During all Months.							
	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
1. For an elephant with keeper	2	0	0	1	8	0	4	0	0	2	0	0
2. For an elephant-load	0	8	0	0	6	0	1	0	0	0	8	0
3. For a camel with driver	2	0	0	1	8	0	4	0	0	2	0	0
4. For a camel-load	0	6	0	0	4	0	0	12	0	0	6	0
5. For a cow, bullock, buffalo, or country pony ..	0	2	0	0	1	6	0	4	0	0	2	0
6. For a country pony or bullock-load	0	2	0	0	1	6	0	4	0	0	2	0
6a. For a calf or pig	0	0	9	0	0	6	0	1	6	0	0	9
7. For an ass	0	0	6	0	0	4	0	1	0	0	0	6
8. For an ass-load	1	0	0	0	10	0	2	0	0	1	0	0
9. For a loaded cart with a pair of bullocks and driver.	0	10	0	0	6	0	1	4	0	0	10	0
10. For an empty cart with a pair of bullocks and driver.	0	4	0	0	3	0	0	8	0	0	4	0
11. For a horse with his keeper	0	0	6	0	0	3	0	1	0	0	0	6
12. For a dog, sheep, or goat	0	0	9	0	0	6	0	1	6	0	0	9
13. For an adult	0	0	6	0	0	3	0	1	0	0	0	6
14. For a child, except infants in arms	0	0	9	0	0	6	0	1	6	0	0	9
15. For a cavity-load or a sack	0	4	0	0	3	0	0	8	0	0	4	0
16. For a palanquin irrespective of travellers or bearers.	0	2	0	0	1	0	0	4	0	0	2	0
17. For a dooly do. do. do. ..	4	0	0	3	0	0	4	0	0	3	0	0
*18. Towing a boat laden with cargo and without passengers. Alter to cargo or passengers.	2	0	0	1	8	0	2	0	0	1	8	0
19. Do. a dinghi laden with cargo and without passengers. Alter to cargo or passengers.	2	0	0	1	8	0	2	0	0	1	8	0
20. Towing a boat without cargo or passengers ..	1	0	0	0	12	0	1	0	0	0	12	0
21. Do. a dinghi												

* I have made an alteration in this, as passengers' boats need to be towed oftener than cargo boats, and the rate is sufficient to cover the usual number of passengers carried by rahadhari boats.

ORDER—dated 1st February 1883, No. 139, Revenue.

Miscellaneous.

The proposed alterations in the table of tolls are approved and sanctioned.

(True Extract.)

(Signed) P. P. HUTCHINS,
Ag. Secretary to Government.

To the Board of Revenue.
" Public Works Department.
" Accountant-General.

Exd. C. Howarth.

80 Copies.