

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.
Account.

READ—the following papers :—

Petition from the Vijayavada Sabha, dated 14th October 1887, No. 56.

ABSTRACT.—Bringing to notice the innumerable sufferings and discomforts now being undergone by passengers on navigation canals, &c.

Note by the Chief Engineer for Irrigation.

No. 130 I.

In the petition from the Vijayavada Sabha, Bezvada, dated 14th October 1887, serious complaints are made regarding the ill treatment of passengers travelling by passenger boats on the navigation canals. The complaints may be divided into the following heads :—

- 1st.—Overcrowding.
- 2nd.—Objectionable cargo such as saltfish, hides, &c.
- 3rd.—Whole boats let to a single passenger without special permission being given by Executive Engineer.
- 4th.—Boats not kept clean.
- 5th.—Boats not weather-proof.
- 6th.—Lights not kept burning in boats.
- 7th.—Boats not provided with proper crew and thereby delayed in the journey.
- 8th.—Boats never stopped for the convenience of passengers.
- 9th.—That passengers are frequently cheated by agents and others.

2. With regard to Nos. 2, 7, 8 and 9, there is no power to correct the evils complained of in the navigation rules and I consider that these matters must be left to competition.

3. Complaint No. 3 can only apply to boats classed under B (see rule 7 of the navigation rules). Unless, however, a complaint is made and the charge of breaking the rules is proved, I do not see how the Executive Engineer or officer authorised by him can have the knowledge that the rule is broken.

4. With regard to complaints Nos. 1, 4, 5 and 6, there is no doubt but that often boats are overcrowded, kept dirty, the tops not weather-proof and no lights kept burning in them. When in the Godavari district, last September, this matter was discussed with the Superintending Engineer, and he was requested to direct the Executive Engineers to occasionally inspect boats and under rules 30, 32 and 40 to withdraw the licenses for a time, and I would suggest that, as authorised in rule 32, the Superintendent and Assistant Superintendent of Police and the magistrates should be requested when opportunities occur to assist. I have to point out, however, that it is impossible for these officers to be constantly inspecting, and even when an offence against the navigation rules has been detected and proved that the only power the Public Works officers have is to suspend the license of the vessel for a time (see rule 40); but as he has no power to take possession of the boat, for the time the license

is suspended, a boat can often without a license work on the canals undetected; it is only when passing a lock that the license has to be shown; it is not practicable for the Executive Engineer or officers authorised by him to be constantly stopping boats and seeing that they have their licenses.

5. There is no doubt but that the passenger traffic on the Godáviri, Kistna and Buckingham canals has much increased and that irregularities occur, but I do not see, unless a staff of boat inspectors are maintained at a considerable cost to Government, that much improvement can be made, and I would urge that there should not be any attempt made as proposed by the Vijayavada Sabha to lay down rules with regard to traffic, &c.; this I consider must be left to open competition. I would suggest that the members of the Vijayavada Sabha should, instead of making general complaints regarding the ill treatment of passengers and the breach of navigation rules, bring from time to time to the notice of the Executive Engineer any definite breach of the navigation rules supported by proper evidence; if this is done the Executive Engineer will be able, as far as lies in his power, to punish the boat-owners by suspending their licenses.

CHEPÂK,
25th October 1887.

(Signed) H. R. MEAD, Col., R.E.,
Chief Engineer for Irrigation.

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

From J. W. RUNDALL, Esq., Superintending Engineer, II Circle, to the Chief Engineer for Irrigation, dated Bezvâda, 26th October 1887, No. 1263 K.S.

I have the honor to forward, herewith, a letter addressed to me by a local body, calling itself the Vijayavada Sabha, regarding alleged inconveniences which the travelling public undergo in the Rahdari or public transit boats on the Kistna canals.

2. I thought the best method of ascertaining to what extent the grievances would be admitted by the boat-owners, and to what extent they would be willing to comply with the requests of the petition, would be to have a conference between some of the parties representing the Sabha and some representative boat-owners. Accordingly on the afternoon of Monday the 17th instant, 4 members of the Sabha and 4 boat-owners met at the division office, Mr. Traill, the Executive Engineer, the Anicut Superintendent, who generally supervises the boat and traffic arrangements at Bezvâda, and myself being present.

3. It was first of all elicited that although the authorised charge from Masulipatam to Bezvâda, 48 miles, is 8 annas, yet that passengers are often carried for 1 anna, owing to boats competing one with the other. Under these circumstances, it is hardly surprising that the boats are not models of comfort or cleanliness. I pointed out to the Sabha that if the public wished to travel at quarter pie per mile, they could not expect to do so in luxury. I then said that the remedy was with the public, that if they were not comfortable or were badly treated in any boat, they should avoid that particular boat. This was met with the assertion that all are equally bad.

4. I deny, however, that the boats are as bad as is represented in paragraph 3. They are not licensed unless water-tight and the curtains in good order, and if palpably out of order the owners are required to have them put to rights. The statement of paragraph 4 regarding a light in the hall is much exaggerated; travelling frequently as I do I see transit boats at all hours and it is a very rare occurrence not to see a light in the "hall."

5. The statement as regards over-loading of boats is not true generally; at particular times, such as holidays and festivals, there may be some over-crowding, but it is not very often that it is possible to prove it. The boats are not undermanned as a rule, and the Sabha members had to admit that it is only occasionally the delays are inordinate. I stated that we could not make any attempt to control the time in which journeys should be made. The boat-owners expressed their willingness to halt a reasonable time at a Local Fund chattram for travellers to take meals, and said also

that they were willing that boats should not be allowed to start after a fixed hour, but stated in this connection that, if a rule to this effect were introduced, more wharf space would be needed at Bezvâda, as in consequence of the existing limited space boats could not be unloaded and reloaded quickly enough to ensure prompt despatch.

6. As regards paragraph 6, I think the District Board, in whom the sanitary arrangements of the district are vested, should construct latrines at certain intervals. At present passengers frequently get out for the purposes of nature near the locks, the neighbourhood of which is often in a filthy condition. The Kistna Board have built and are building chattrams near the canal to which no latrines are attached. Of course if latrines are built there must be a proper establishment of sweepers.

7. As regards paragraph 7, the boat-owners admitted the evil complained of. I suggested that every boat should be compelled to issue each passenger a ticket showing the date, the places between which the journey was to be made and the sum paid. The boat-owners said that this could be arranged for at the starting places, but that as they could not afford to keep a gumastah on each boat, and as the tindals were illiterate men, it would be difficult to arrange for the issue of tickets to passengers embarking along the canal. I believe, however, that, by issuing tickets of different colors for different sums, this difficulty could be got over. The Sabha thought this would be a great improvement, and said that it would enable the boat-owners to check what is a great cause of loss to them, viz., the crew allowing people to travel for nothing or else pocketing intermediate fares themselves.

8. I would therefore urge that a new rule be introduced compelling boat-owners to issue a ticket to each passenger. It appears a formidable proposition to the boat-owners, only because they do not understand how simple the issue of tickets is on steam-boats and tramcars in Europe and elsewhere.

9. As regards each of the suggestions in the paragraph which I have numbered 9, I have the honor to state that I think our inspections are frequent enough to ensure ordinary attention to the rules. The letting out of a boat to a single individual would, as a rule, only be known to the Executive Engineer by a specific complaint being made. No sanitary arrangements can be made for the boats, but they are certainly required on the main lines of traffic from Ellore to Bezvâda, Bezvâda to Masulipatam, and Bezvâda to Madras via the Commamur and Buckingham canals.

10. As regards the proposals 9 (2), I do not see how we can enforce the maintenance of a book on each boat.

11. As regards 9 (3), the boat-owners give a curious reason for agreeing to there being fixed hours for starting, viz., that officials compel them occasionally to wait, but that if there were a fixed hour, they could start without waiting to suit the convenience of any particular party. If this is to be introduced, an addition would be required to the rules enabling the Executive Engineer to fix the hour after which no boats would be allowed to leave the wharf. I am not certain that it is advisable to introduce a rule of the kind, as it could only be of very partial application; it could not be made to apply to boats going long journeys, say, to or from Madras, or to the wharves on the Buckingham canal.

9 (4)—It would be very inadvisable that we should interfere with the number of men employed to track, or should in any way attempt to fix the duration of a particular journey.

9 (5)—We should, I think, arrange with the District Board for the erection of latrines near locks or river-crossings where there would naturally be some delay.

9 (6)—I think there should be fixed halting places for meals, and if Local Fund choultries were more numerous, they would naturally be the best halting places; but they are so few, that halts should be arranged between the passengers and the boat-owners. It would be impossible on the Buckingham canal for any boatman to guarantee arrival at a particular place at a certain hour.

12. The principal outcome of the discussion was therefore that it should be recommended that every passenger be given a ticket and that the District Board be asked to construct latrines.

ORDER—dated 8th November 1887, No. 692 I., Public Works.

2. The proposal that latrines should be constructed at the Local Fund chattrams or at other convenient spots near the landing places or locks will be referred to the Local and Municipal Department.

4. But the remedy for the evils which tickets are proposed to obviate, as for almost all the other grievances put forward by the memorialists, is really in their own hands. If the public insist on having tickets, or better accommodation, greater cleanliness, a fixed time-table, or stoppages for meals, and if they are willing to make reasonable payment for what they desire, there can be no doubt about its being forthcoming, and they have only to put pressure on the boat-owners to secure it. But if the boat-owners find that the only thing the public really care for is a low fare, it is not surprising that everything else is disregarded.

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

Exd. A. Aubert.
Spare Copies

IRRIGATION.
ACCOUNT.

Gobt. of {1887} Madras.
PUBLIC WORKS.

Dated November, 8th.

Recd.

Encl.

G.O., 8th Nov. 1887, No. 6921.

NOVEMBER.

Boat navigation on the canals

Orders on representation from the Vijayavada Sabha of Bezwada of the sufferings and discomforts now being undergone by passengers on navigation canals.

REVENUE PETITION No 2439 OF 1887
LAND REVENUE
Stamps Rec'd



No. 61

OFFICE OF THE VIJAYAVADA SABHA,

BEZWADA, 1887.

14th Oct. 1887

FROM

THE SECRETARY,
Vijayavada Sabha,

TO

The Secretary
Board of Revenue.

SIR,

The innumerable sufferings and discomforts now being undergone by passengers on Navigation Canals having drawn the serious attention of the Sabha, the Members and other inhabitants of the Taluq, at a Public Meeting presided by Rajah Chandra Mouli Rao Bahadur, Zemindar of Vissannapett, held on the 16th of July 1887, when more than 400 gentlemen were present, after mature consideration, are led to place them before you in their true light.

1. The space allowed for each passenger is $7\frac{1}{2}$ sq. feet, whereas three or more are packed together into the same space, thus carrying three or four times the number allowed by the Rules (*vide* Rule 7).

Rahdari boats are intended chiefly for the conveyance of passengers; but, to their serious discomfort, bales and other kind of cargo are piled up to the top, and human souls are stuffed *nolens volens* like wedges between the bales. Formerly, the practice was to load the hold up to the gunwale with cargo, leaving room enough either to sit down or lie down on the top of the cargo so packed. Sometimes the cargo happens to be salt-fish, hides, chillies, or onions, and the effluvia arising from such kind of cargo has often been known to cause fainting and nausea.

2. Whole boats are let out to a single person without the special permission from the Executive Engineer, and this ought not to be done to the serious inconvenience of the passengers anxiously waiting on the bank (*vide* Rule 7).

3. No part of the boat is washed or kept clean at any time, and passengers are reported to have felt and still to feel its bad effects, often throwing up what they eat, reaching their destination with symptoms of coming illness, and occasionally getting ill in the boat before the journey is completed.

Rev. 8900/87

Most of the boats are not proof against wind and rain, and leakages from top and bottom are very common, causing a great deal of inconvenience to the passengers.

4. A few hours after the day closes, a twinkling light is seen in the hall, but goes out before the passengers begin to slumber. When, during dark nights, passengers or goods are taken, the entire hall is so seriously disturbed that one quarrels with the other for his seat, and loss and destruction of property are not uncommon.

5. The overloading of boats far above the limits contemplated by the Rules, the very inadequate number of tow-men, who enjoy a sweet slumber as they pull the boat, and the frequent stoppages on account of the absence of the tow-men, result in the speed averaging at about a mile and a half an hour. To add to the difficulty, boats do not stop to let the passengers dine at the Local Fund Choultries built for the purpose, and hence there is a continual starvation ranging between thirty to forty hours, the period usually occupied in transit (from Bunder to Bezwada for example), whereas a common country cart is found to travel that distance within twenty hours at the most, affording every possible comfort to the traveller.

6. Boats are never stopped for the convenience of the passengers, even to answer the calls of nature. As the Serang, even after repeated requests and prayers, does not commonly take the boat to the bank to allow a person even to jump down at the hazard of falling into the canal, the passengers almost always spoil either the boat or the canal. Especially, women and children are obliged to remain in this travelling prison till the journey is ended.

7. There are a good number of Commissioned Agents styling themselves 'Supply-dars' or 'Suppliers' to the Rahdari boats. They are said to be remunerated by fees at so much per cent., and in the performance of their duty, many are the difficulties experienced by passengers. They generally frequent the Choultries and well-known Hotels, and with a seeming confidence in their words, manage to get an advance from would-be passengers, and in a few minutes they themselves disappear. Assured of their passage in the boat, named or pointed out by the 'suppliers,' they go to the wharf, but are disappointed to find neither the 'suppliers' nor any welcome from the boat gumasta. Sometimes these Commissioned Agents cry out on the bank with an offer of some nominal rate of passage, and poor passengers, trusting to their word, seat themselves in the boat. After the boat leaves the wharf, the full rate, if not more, is demanded from the unsuspecting passengers.

The above are a few of the innumerable grievances requiring your special attention, and the Sabha, though uncalled for, ventures to suggest the following remedies as a means of making the journey on boats convenient and comfortable:—

1. That surprising visits be paid by superior officers of the Engineering Department, as a check against the violation of Rules in regard to

- (a) the space allowed to passengers;
- (b) the overloading of boats;
- (c) the letting out of a whole boat to a single passenger without permission;
- (d) the sanitary arrangements in the boats.

2. That a book be opened in each boat with instructions to the Serang to show it to respectable passengers for remarks, if any. The book be printed with appropriate headings and shown daily, or at least weekly, to some competent officer in the Station for review. The Sabha considers this to be the key-stone of all the improvements that this memorial may effect.

3. That a certain time be fixed for arrival and departure of boats, with the restriction that no boat should be allowed to start after a fixed hour.

4. That the number of tow-men be fixed by the D. P. W. according to the tonnage of each boat.

5. That the Serang be instructed to stop the boat for half an hour at sunrise, and for ten minutes at an interval of every three hours up to 9 P.M., to enable the passengers to attend to the calls of nature.

6. That due provision be made to allow passengers to avoid starvation by halting an hour at the Local Fund Choultries on the canal banks intended for the purpose.

In conclusion, the Sabha hope and pray that prompt measures may be taken to suppress the evils now brought to notice. In this and the neighbouring district of Godavery, where there is an elaborate system of canals, the passenger traffic is very great, and hence the necessity for prompt measures.

I have the honor to be,

Sir,

Your most obedient servant,

J. D. S. Navamanyu
Secretary, V. V. Sabha.



Proceedings of the Board of Revenue
(Land Revenue).

Dated 1st November 1887.

No. 4158 Mis.

J. H. Gresham Esquire C. J. I

READ

^{M. R. Esq.} petition from J. D. S. Narayanan Rao, B. A., Secretary

to the Vijayavada Sabha, Bezavada, Kistna
District, dated 14th October 1887.

Resolution

Submitted to Government for orders.

The control of the canal boats does not rest with
the Board.

(True extract)

M. M. M.
Ag. Secretary.

To

The Secretary to Government, R. D. with
petition.

Copy to petitioner through the collector of
Kistna.

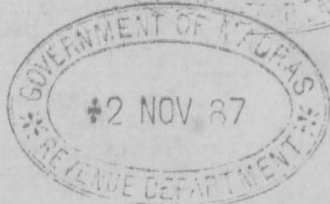


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Revenue 1887. Sept.
Board of Revenue

(Land Revenue),

MADRAS.



Rs 8900.

To

The Secretary to
Government R.D.

Proceedings, dated 1st November, 1887.

No. 4158

Mis.
Routine.

Enclosures.

Submitting for the orders
of Government the petition
of Mr. R. R. J. D. S. Narayana
Rao. B. A. Secretary to the Vijaya-
vada Sabha, Bixwada, Kistna
District praying that prompt
measures may be taken for
removing the inconveniences
which passengers on naviga-
tion canals are subjected
to.

Endorsement

18TH NOVEMBER 1887, No. 3116 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following letter from J. LEE-WARNER, Esq., Collector of Tinnevely, to the Secretary to Government, Public Works Department, dated Tinnevely, 7th November 1887, No. 280:—

Adverting to the notification published in the *Fort St. George Gazette*, dated 7th June last, page 418, concerning the acquisition of a site for a Christian burial-ground within the limits of the Tuticorin municipality, I have the honor to request that the same may be cancelled, and to express my deep regret that I moved the matter before all essential preliminaries had been settled.

2. It came to notice after the notification had been published that the Sub-Collector had forgotten to take the permission of the municipality for the establishment of a burial-ground within municipal limits. The matter was therefore placed before a meeting when the councillors unanimously declined to give the license necessary under section 236 of the District Municipalities Act. Moreover, when the council was asked whether it would award any sum of money as compensation for other land to be acquired outside of municipal limits, it passed a resolution that this would not be a just charge on municipal funds. Thus the whole matter has fallen through, and I have no other proposal to lay before the Government in place of the one for which the notification was published.

3. The Christians, if they want a new burial-ground, will have to make their own arrangements for the purchase of a suitable field.

ORDER—dated 18th November 1887, No. 3116 W., Public Works.

Ordered that the notification in question be cancelled and that the following notification be published in the *Fort St. George Gazette*:—

The notification published at page 418, part I of the *Fort St. George Gazette* of 7th June 1887, in regard to land proposed to be taken up for a grave-yard for Protestant Native Christians in Tuticorin, is hereby cancelled.

(True Extract.)

(Signed) J. O. HASTED, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Revenue Department.

- " Superintending Engineer, VI Circle.
- " Ecclesiastical Department.
- " Superintendent, Government Press, with notification.

Exd. J. Henricus.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1887) Madras.

PUBLIC WORKS.

Dated November, 18th.

Recd.

Encl.

G.O., 18th Nov. 1887, No. 3116 W.

NOVEMBER.

Grave-yard for Protestant
Native Christians in Tuticorin

Ordering a revised notification to be
published in the Fort St. George Gazette for
land required for the —.

His Excellency the Governor
in Council of
Fort St. George
Madras

The petition respectfully submitted by Kanthappa
son of Pandarachinn Pillai residing at Tuticorin
Talag. Tuticorin District

Most respectfully sheweth

That the petitioner humbly begs to submit the
following facts to your Lordship that his
father had Pattah in his name for the land
measuring acres 3 and Decimals 50 & for the Pal-
myrals therein in Survey No. 196 in the village
of Tuticorin before the Settlement & at the time of
Settlement and that he was in the possession
for a long period.

That the land was taken as Duram-
pote by some unknown reasons that the
Pattah for the Palmyrals only was granted to
him (his father) & that he was in the possession
of Palmyrals.

That after the death of the petitioner's father
the Pattah for the Palmyrals stands in the peti-
tioner's name up to the time & he is in possession

of them.
That the Protestant native Christians

in Lathcorin, presented a Darkast petition to the Sub collector in the month of November 1886 that the Land must be granted to them for the purpose of Burial ground.

5 That the villagers & Darmakarthas of Lathcorin presented objection petition & In aporhamah to the Sub collector that the Land can not be granted to them (Christians) for Burial ground as the Land is near the Lathcorin temple within the town

6 That the petitioner also gave a petition to the Sub collector in the month of November that the Land should be granted to him according to the claim stated in Coloun 1 to 3 & not to grant it for grave yard

7 That the Sub collector issued summonses to the petitioner, villagers, & Christians to appear in his office on the 24th March last 1887, but the Sub collector without making any enquiry, submitted a letter to the Collector to recommend the Honorable Board of Revenue that the palmgroves must be excluded from the patta of the petitioner & that both the Palmgroves and Land must be granted to the Christians for Burial ground.

8 That one petition sent by the petitioner to the Honorable Board of Revenue on the 5th April last about the said facts, was referred to the Sub collector through the Collector to settle the compensation for the benefit of the petitioner.

9 That as the petitioner refused to receive a little sum of money for compensation

it is published in page 129 of the Ginnerelly District Gazette dated 1st July 1887 that His Excellency the Governor in Council of Fort St. George will acquire 58 palmgroves standing on the said Land for a public purpose i.e. for enabling the Land to be made use of for a grave yard for the Protestant nation Christians in Lathcorin under the provisions of Section 6 of the Land Acquisition Act of 1870.

10 Public purpose - means. Any thing indiscriminately used by all classes of people & not by a particular class of people.

11 That this is not public purpose to acquire the palmgroves from the petitioner the Pattahdar who is in possession of them for a long period & to grant them to a particular class of people for use of grave yard

That the petitioner, therefore, most humbly prays that His Excellency the Governor in Council will be graciously pleased to cancel the said notification published in the District Gazette

20th July 87

10th

Trincomalee District Office
17th October 1887

2nd

Mr. Wadnet Eegumie
Officer of
Trincomalee
The Secretary to the Commission of
Land Revenue
Madras

Sir,

With reference to Board's Proceedings No. 3509
dated 4th inst. and, I have the honour to state
that the proposal to use the ground upon which the
petitioner's palmyra trees stand, as a burial ground for the
native Protestant Christians in Trincomalee has been
abandoned on the Municipal Council refusing to grant
a license therefor under Section 286 of the District
Municipalities Act, and that the Government will
be addressed in view to cancelling the notification
published in page 418 of the South Ceylon Gazette
dated 7th June 1887.

2. An endorsement to the above effect has been
given to the petitioner.

3. The petition received with the above quoted
Proceedings is herewith returned.

I have the honour Sir
Yours most obedient servant

J. Seabra
Clerk

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Rev. 9/7/19/87

Ampl

CHIEF SECRETARY
5 JUL 97
DEPARTMENT OF MADRAS

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Proceedings of the Board of Revenue

(Land Revenue).

Dated 29th November 1887.

No. 4811. Miscellaneous.

Read H. S. Thomas Esquire F.L.S., F.Z.S.

Read letter from the Collector of Tinnevely, dated 14th Oct.
1887. No. 649.

Resolution

Submitted to Government with reference
to their endorsement dated 12th September 1887, No.
5483.

True Extract
W. Benson
Acting Secretary.

To

The Secretary to Government R.D.

with Govt. P.D. No. 1 and with P.D. No. 2452/87

in orig. to be ret.

Copy to the Collector of Tinnevely.

1900

ABSTRACT.

of the
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3116W 7/1871/87

P.W.C. No. 1

(1887.)

REVENUE DEPARTMENT.

Endorsement No. 7473

No. 9719

Transferred to the
Public Works Department
with reference to G.O. No. 2746C
dated 16th August 1887 of that
Department.

(By Order)

From

Board of Revenue.
(Land Revenue)

H. A. Chant

Under Secretary to Govt.

Fort St. George

5th December 87

No. 3397 W of 13th December 87

Dated 29th November

Received 30th November } 1887

Enclosures 2

No. 4811 Mis

SUBJECT.

Submitting to Govt.
letter from the Colly of Sinnerelly
reporting on Petition from
Kandappa Pillai protesting
against the acquisition of his
land and palmgrah trees for
a public purpose.

The petitioner will
be informed that the
notification directing the
acquisition of the land
has since been cancelled.

11.12.87

The Secy to Govt. 11.12.87.

12

With endorsement